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THE AMERICAN ELEVATOR AND GRAIN TRADE.

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED). VOL. XXVI.

CHICAGO, ILLINOIS, JUNE 15, 1908.

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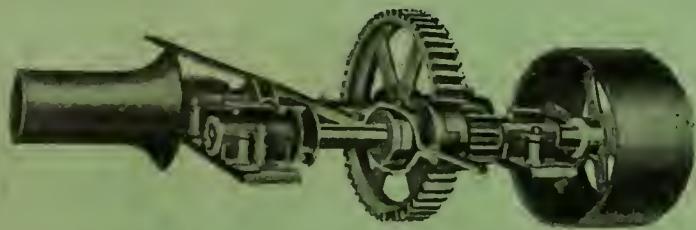
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Best Made
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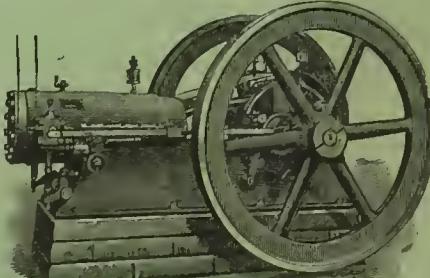
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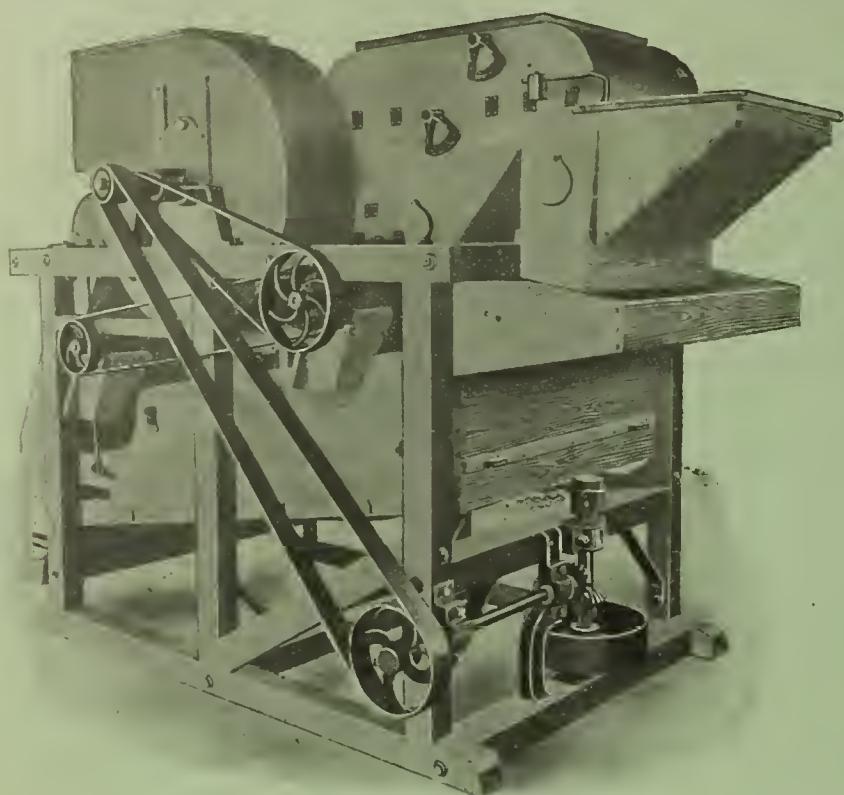
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annex, in which you
can handle all kinds
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(B. S. C. Chain Feeder and Conveyor)



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Patented



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desired to the Boot, or
positive feed and adjustment; shells clean; capacity as
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to suit your location. *Which shall it be?*

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A perfect machine for cleaning Corn, Wheat or Oats. It meets every requirement of the Elevator trade. It is provided with scalping, main, seed or cockle screens; they are quickly interchangeable. The machine derives its motion from the fan shaft. The vertical eccentric shaft is driven by a pair of noiseless cut bevel gears from the lower counter, which in turn is driven direct from the fan shaft.

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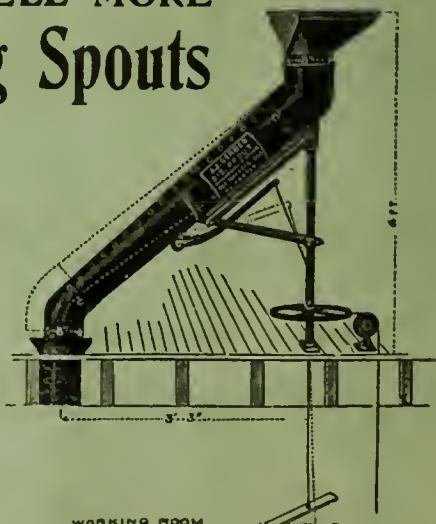
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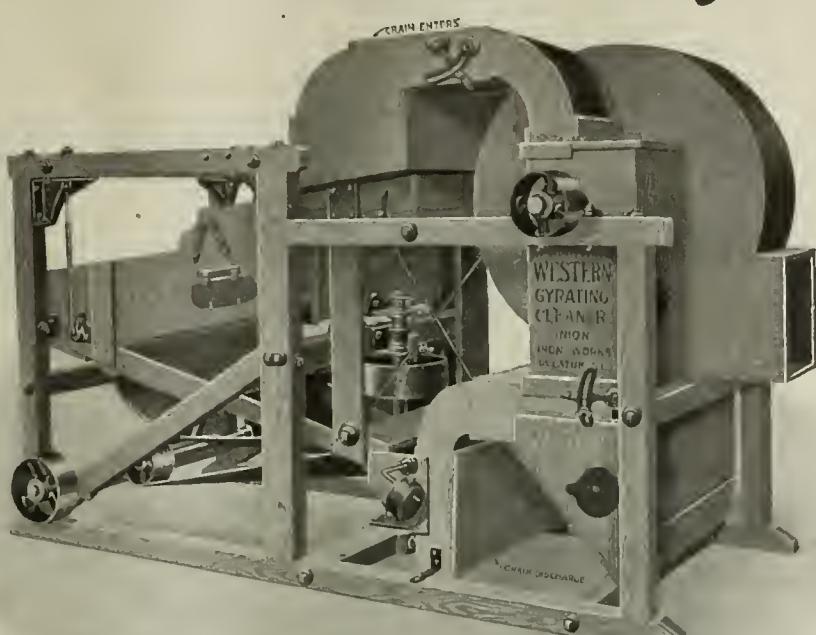
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Made in seven sizes. Capacities from 200 to 1,800 bushels per hour

CLAIMS

WE claim greater capacity, better separation, better cleaning, better balance (less vibration), better control, greater durability, and last but not least, the most convenient and least expensive machine to install.

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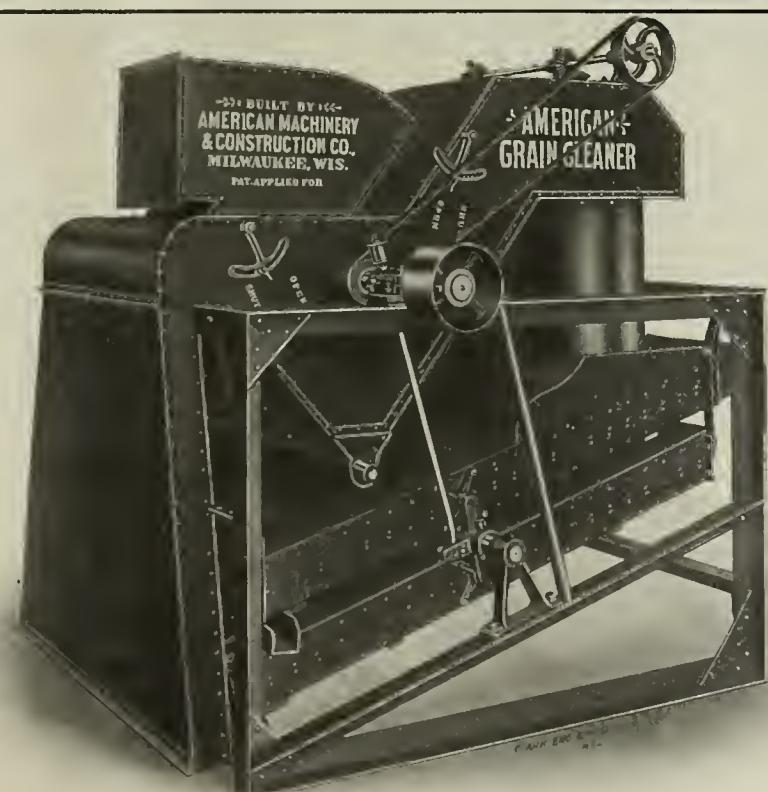
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We also make the “Western” Corn Sheller.

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The AMERICAN GRAIN CLEANER

leads all others, because it is the only machine which has — PNEUMATIC CYLINDERS in which about 90% of the impurities are taken out of the grain before it reaches the sieves. DOUBLE COMPENSATING SHAKERS, each of which has a full main screen and a full sand screen under each main screen. Only one main shaft, which acts as a combined fan and shaker shaft and has only one pair of eccentrics to operate both shakers. It has a larger capacity, cleans more thoroughly, requires only half the power and less attention than others.

These machines are built in two styles, All Steel and Wood and Steel Combined

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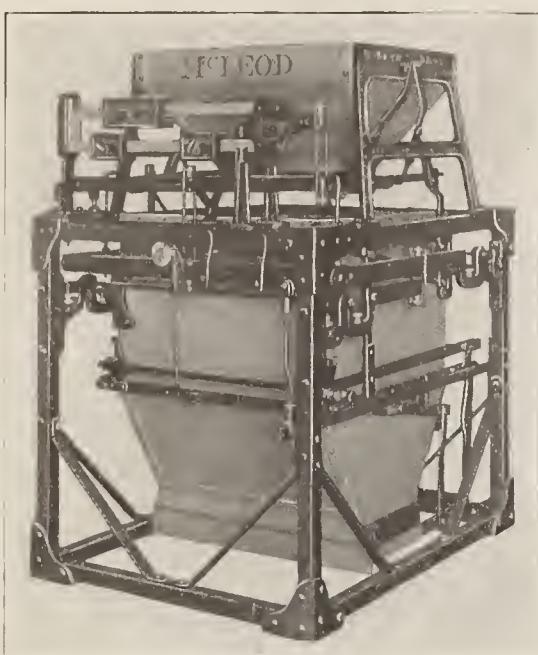
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has a capacity many times greater than any other machine used for the same purpose. For separating Oats, Chaff and all light impurities from Wheat, Corn, Rye and Barley it has no equal. It is used in malthouses and breweries for removing the sprouts, chaff and dust from the malt as it comes from the kilns. It is built on the same principle as the American Grain Cleaner, but does not have the shaker sieves.

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The scale that weighs



HAVE you ever seen an automatic scale choke up on light oats or straws in the grain? Of course you have, but not a McLEOD!! We guarantee them against this.

Do you want an automatic scale that can be set in one second to weigh by hand, thus testing at any stage of your work whether your grain is running uniform or varying in grade? If so, you want a McLEOD.

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NOTE—The McLeod Automatic Scale was formerly made under lease of our patents, by a company at Peru, Ill., but this lease terminated July 17, 1907, and anyone buying a McLeod Scale from any firm except ours will be liable to us for a royalty.

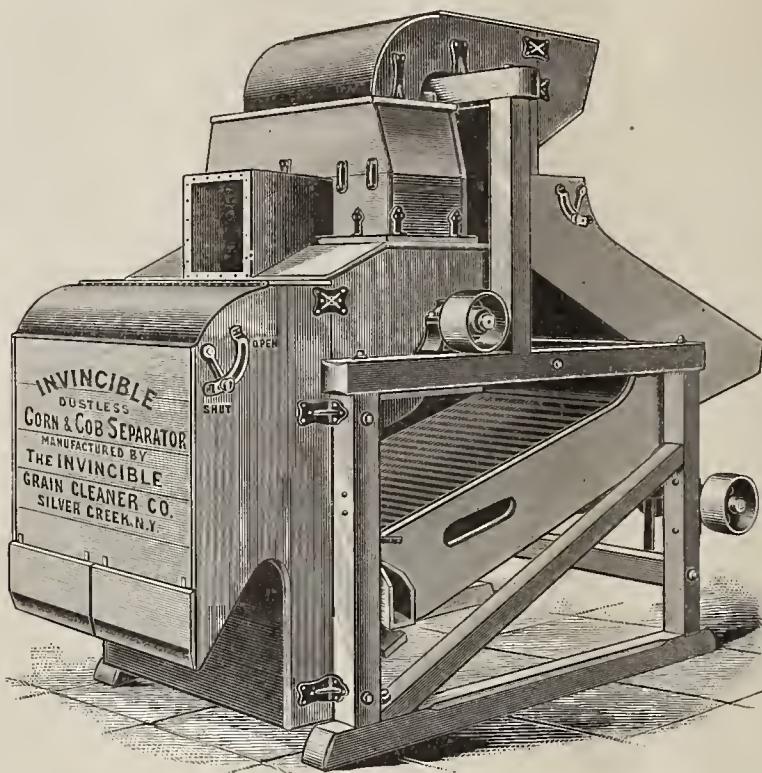
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CLEAN YOUR CORN

This Separator takes out cobs, silks and all foreign matter and gives a high grade of corn.

It is the most popular corn and cob separator on the market, the result of its extremely nice work. Order now.



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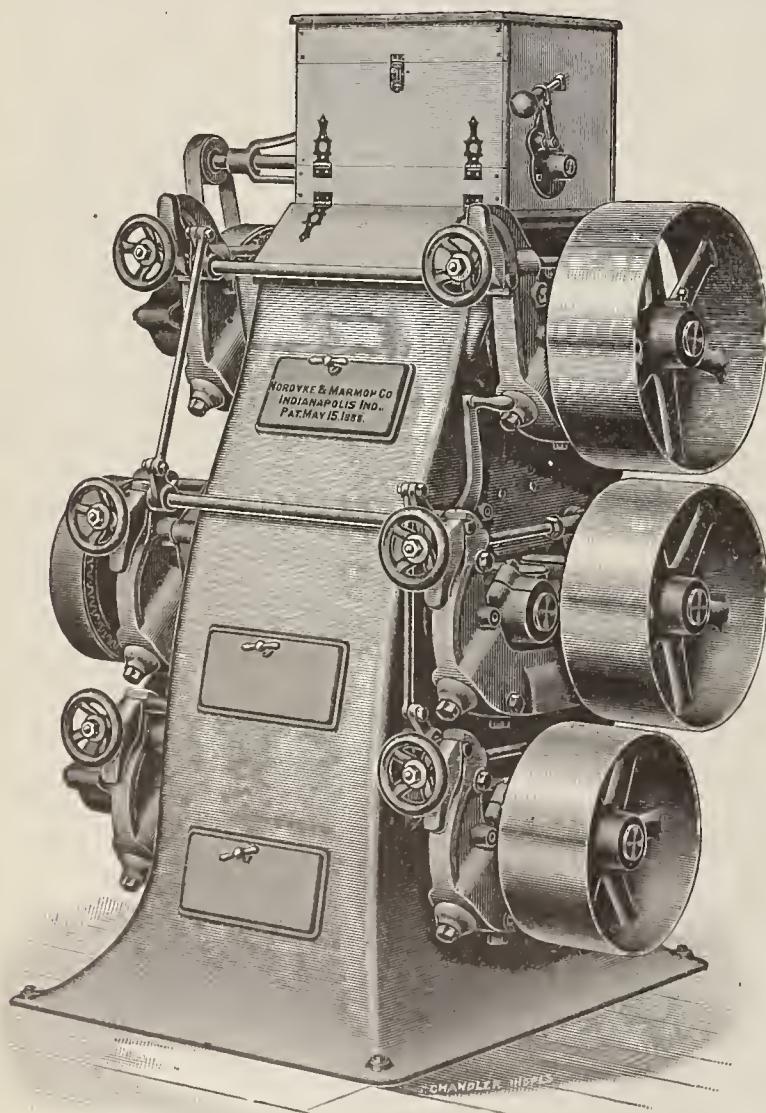
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The most substantial, most economical in cost of maintenance. Has great capacity and requires comparatively small power. The only Six-Roller Mill with drive belts properly arranged to place the belt strain on bottom of bearings, where it belongs. It is not the cheapest mill in first cost, but it is by long odds the cheapest in the long run. It is without question the best roller feed mill on the market. Feed grinding pays best when you have a mill which will do perfectly any kind of grinding required and stand up under hard work without breakages and delays.

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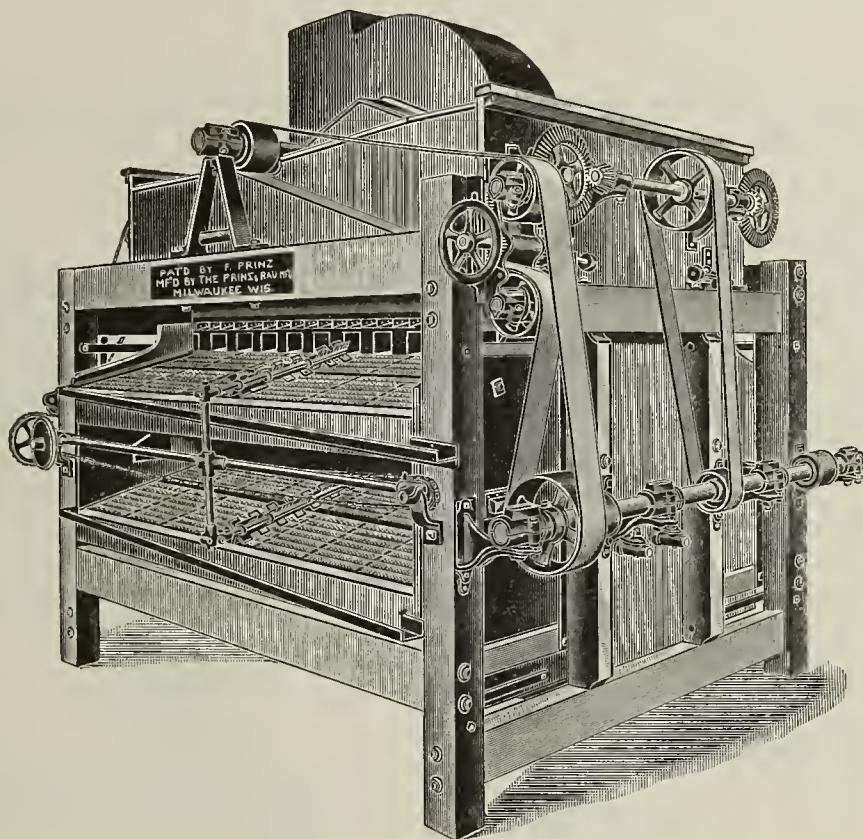
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The Best for Elevator Service

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A Radical Departure From Old-Style
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The screens are of sheet steel, with seed screen at head of each sieve.
A perfect automatic feeder spreads the grain the entire width of sieve.
A patented automatic traveling sieve cleaner keeps the sieves clean at all times.
A large slow-running fan provides a steady suction.

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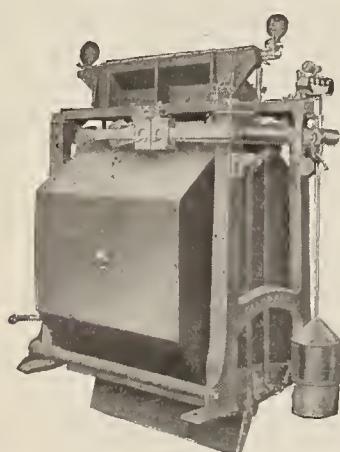
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Fairbanks Automatic Scales

HIGHEST DEVELOPMENT OF AUTOMATIC WEIGHING



SIMPLE

Operated wholly by gravity; no springs, few parts.

RAPID

Double compartment hopper, each side dumping as opposite fills.

ACCURATE

Has sealed standard weights and graduated beam and can be balanced and tested at any time without dumping.

And above all, Fairbanks Quality.

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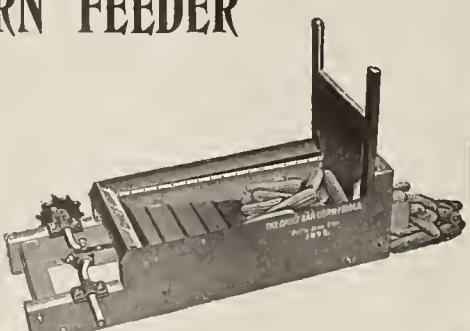
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THE CHIEF EAR CORN FEEDER

Will feed ear corn to a sheller, elevator or drag belt, and will also feed small grain. Occupies less space than any similar device. **The feed is positive and the feeder is strong and durable.** Write for prices and terms.

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AIR DRIED GRAIN (NOT KILN DRIED)

The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels' capacity and up.

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GOES LIKE SIXTY
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GILSON
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For Pumping, Cream
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CORN SHELLER
C. O. BARTLETT & CO.
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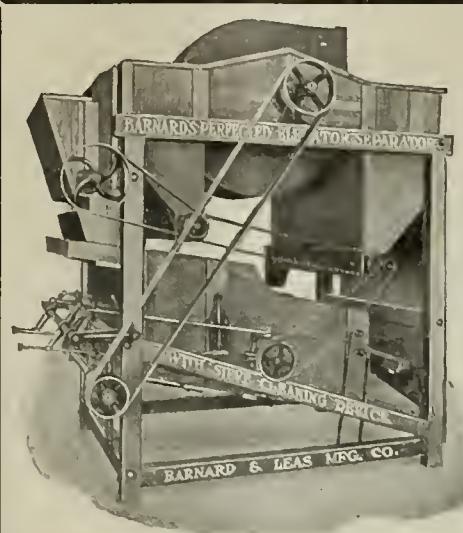
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To equip your Grain Elevator
Building with our light self-
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Strong and substantially
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INEXPENSIVE, QUICK

No more work climbing
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Correspondence invited.

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SIDNEY, OHIO



ELEVATOR MACHINERY AND SUPPLIES

We make or supply everything necessary to completely equip Elevators of all capacities.

Barnard's Perfected Separator with Sieve Cleaning Device.

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Belting of All Kinds.

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Elevator Supplies of every description.

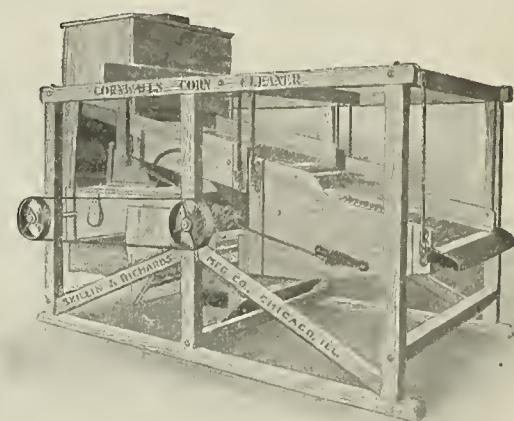
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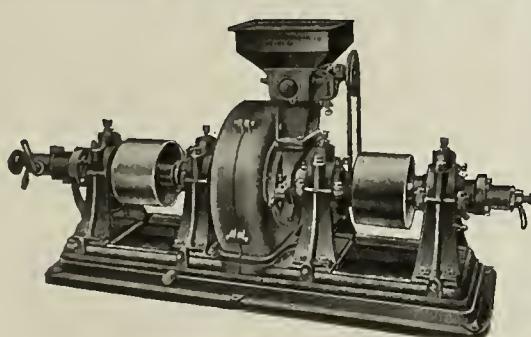
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**Feed Grinding
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When done
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Monarch Attrition Mill

Our mill grinds fast and fine and the character of its product is such that customers want more of it. We have made a study of feed grinding and have embodied in our mill all the features that are essential to scientific work. If you contemplate installing a feed grinder, investigate the Monarch. We have the mill for your capacity. We have just issued

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Mention amount and kind of power you expect to use for operating a mill

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The "Eureka" Corn Dryer

Dries the grain uniformly and extracts any percentage of moisture desired.

Most economical, dries continuously, inexpensive to adopt.

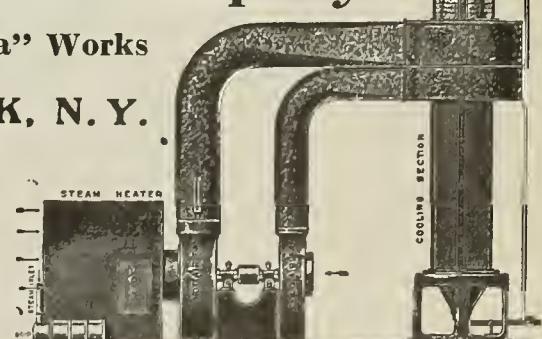
Built in capacities of five bushels to any quantity.

Satisfactory Results Guaranteed

The S. Howes Company

"Eureka" Works

SILVER CREEK, N. Y.



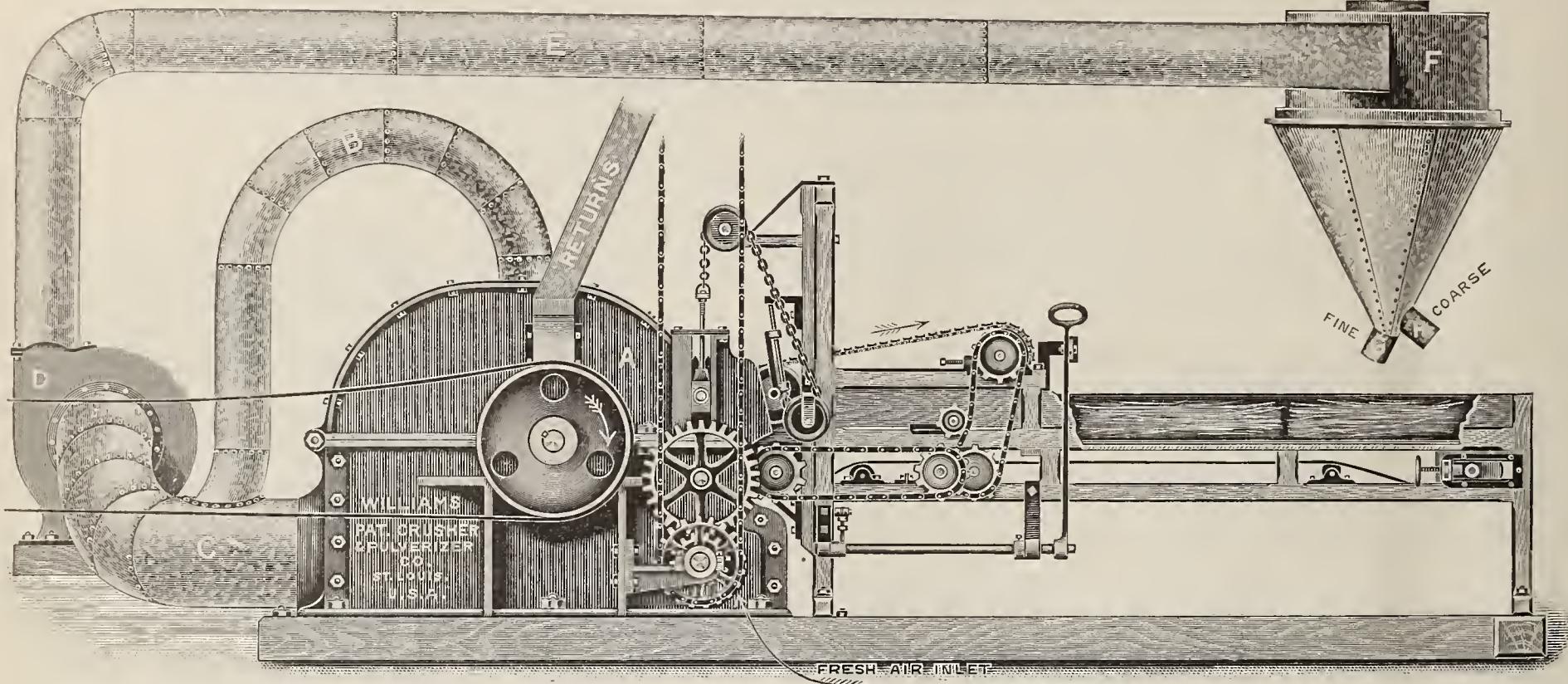
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WILLIAMS PATENT COMBINED HAY AND STRAW CUTTER SHREDDER and GRINDER

Made in 6 Sizes



THE ONLY VERSATILE FEED GRINDER EVER PRODUCED

They will reduce EAR CORN with the HUSK on.

They will reduce ALFALFA HAY from the BALE or from the STACKS.

They will reduce ALFALFA HAY and EAR CORN together.

They will reduce ALFALFA HAY and SHELLLED CORN together.

They will reduce ALFALFA HAY and OATS together.

They will reduce ALFALFA HAY and FODDER OF ALL KINDS, with the CORN on.

They will reduce ALFALFA HAY and PEA VINES.

They will reduce EAR CORN ALONE or SHELLLED CORN ALONE.

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They will reduce ALFALFA HAY and two other kinds of CEREALS at the same time, as each machine has three separate feeding places.

We have a corps of competent milling engineers in the field making estimates and taking contracts for the installation of complete alfalfa meal plants, from the stump up.

They will reduce ANY FORAGE material or CEREAL, together or separately.

They will reduce GREEN CORN from the field.

They will reduce CLOVER HAY, TIMOTHY or ANY KIND OF STRAW.

They are CUTTERS when desired, GRINDERS when desired and SHREDDERS when desired.

They are COB CRUSHERS when desired.

They will reduce COARSE OR FINE by changing cages.

They will reduce OAT HULLS, RICE HULLS, FLAX SHIVES or any other FOOD MATERIAL.

They produce two grades of goods AT THE SAME TIME, coarse and fine, BY OUR COMBINED SYSTEM OF COLLECTING AND SEPARATING.

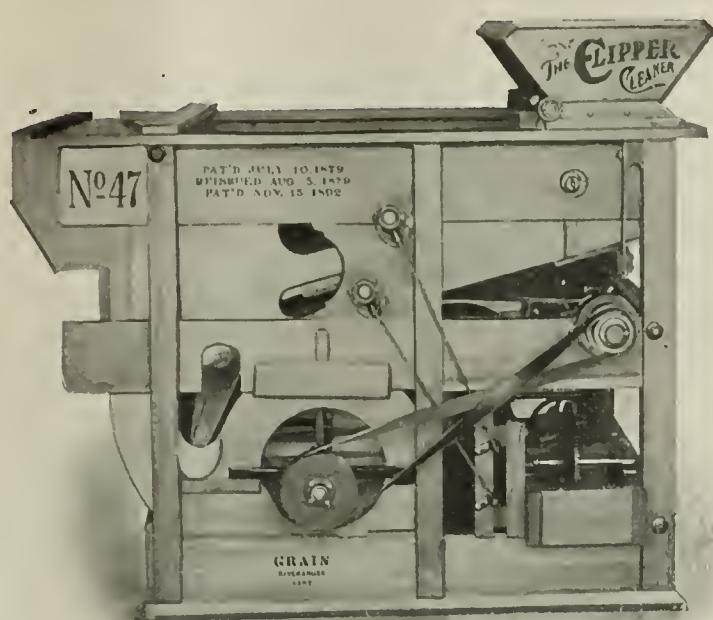
They WILL GIVE DOUBLE THE CAPACITY FOR THE POWER EXPENDED AND COST FOR REPAIRS OF ANY KNOWN GRINDER ON EARTH.

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The No. 47 Clipper Cleaner

is unequaled for handling seeds or grain in local elevators. This machine has Traveling Brushes on the screens, which enables you to keep it working to its full screen capacity all the time. It is very light running, strongly built, easily installed and simple in operation. We guarantee this Cleaner to give perfect satisfaction on clover seed, timothy or any kind of grain, and it can be operated with

one-fourth the expense for power of any suction cleaner on the market. It will not require over one-half of one horsepower on clover or any kind of seed, nor over one horsepower on grain. If you are looking for a first-class, up-to-date cleaner of moderate capacity, we would be glad to send you catalog and give prices and particulars upon request.

A. T. FERRELL & CO., Saginaw, W.S., Mich.

WHY PAY CORN PRICE FOR WATER?

Get a Hess U. S. Moisture Tester. Anyone can make tests in 20 minutes. It tells you how much moisture is in the grain and thus protects you in shipping, storing or buying. Every grain man should have one. Free booklet.

THE HESS PNEUMATIC GRAIN DRIER

USED EVERYWHERE. You've heard of it. We have all sizes in stock and can ship quickly. There's time yet for you to insure against spoiling grain during the germinating season this spring. Ask for booklet.

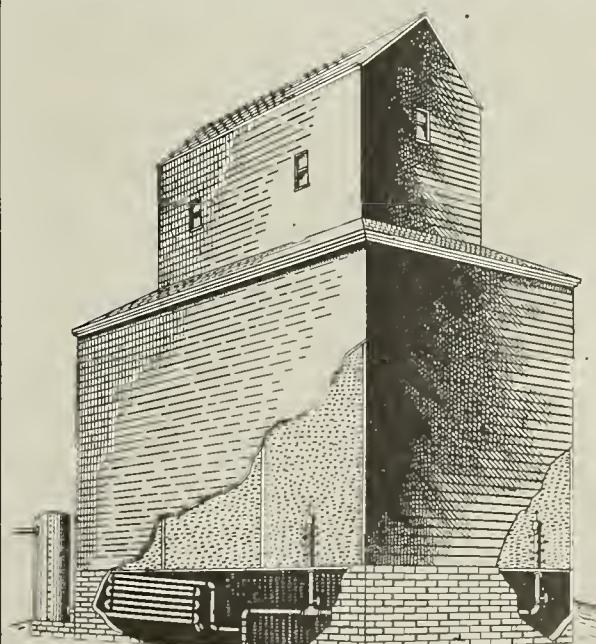
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Sometimes called kiln-dried (incorrectly). Made in Hess Driers and sold everywhere—here and abroad—at a premium. Keeps in all climates—germinates strongly—mills perfectly. Ask us for a list of dealers who use our driers and who will supply it.

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Johnson's Grain Dryer and Renovator

**A Pneumatic Process for Cooling and Drying
Grain Without the Use of Heat or Chemicals.**



The Johnson Dryer and Renovator

may be installed in any Elevator, Corn Crib, Oat or Wheat Bin, Car, Boat, Steel or Cement Tanks or any Grain Receptacle. It can be placed in basement, engine room or elsewhere and will not increase your insurance.

It will make you money.

E. G. ISCH & CO., Manufacturers
PEORIA, ILL.

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Peoria, Ill.

Gentlemen—Yours of the 30th inst. to hand, and in reply will say that we know that the dryer is a good thing, as it has made us money so far. We have the elevator almost full of wet corn that we have no fear now of keeping until we get it dried out. Before the dryer was put in we were afraid to handle this crop. We would not be without it or hesitate recommending it to all grain dealers. We remain

Very truly yours,
Geo. D. Montelius & Co.

Monitor Cleaning Machinery

WE ARE
THE WORLD'S LARGEST MANUFACTURERS OF

Cleaning and Grading Machinery

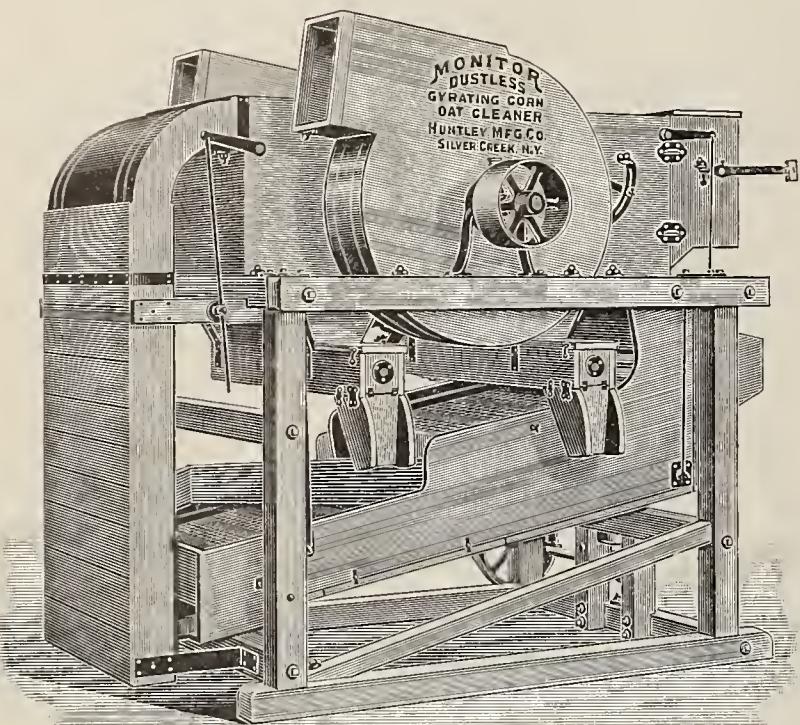
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Successfully
Handle

Wheat
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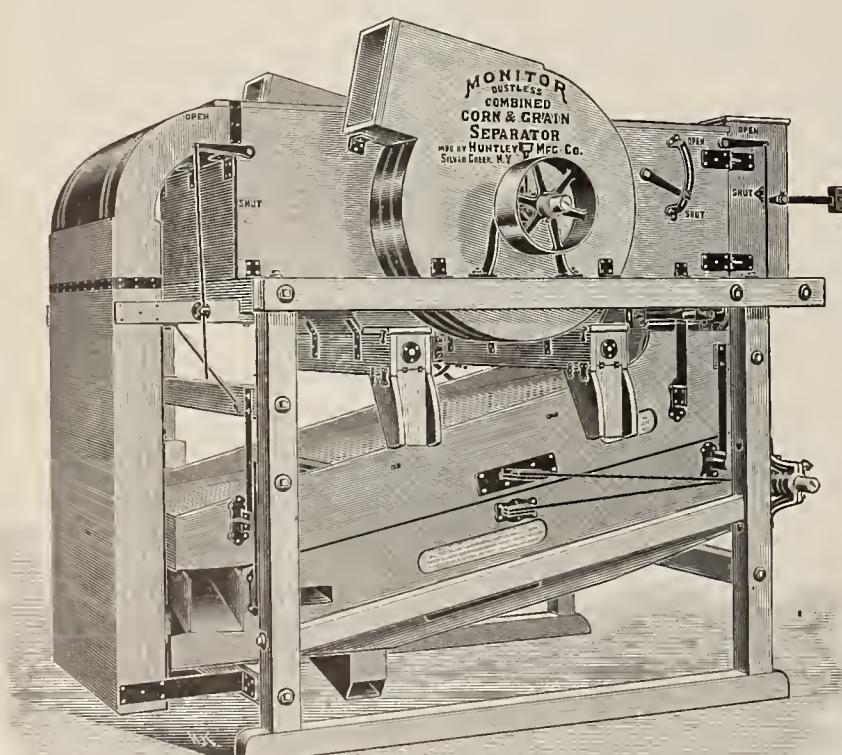
Malt,
Buckwheat, All
Kinds of Seeds

*Our
Latest
Descriptive
Catalogue
Will
Prove
Interesting*



THE MONITOR GYRATING CORN AND
OAT CLEANER

The above is only one of several styles of Monitor Cleaners built by us for cleaning corn and oats.



THE MONITOR COMBINED CORN AND
GRAIN CLEANER

Cleans two kinds of grain without change of screens.

OUR LINE contains several styles of Cleaners and Graders designed for close work on different kinds of grain.

Exclusive Features

CONSISTING OF

Automatic Eccentric Oilers

Deep Reservoir
Ring Oiling Bearings

Improved
Compound Driven Shakers

Patented Control
Device for Operating
the Aspirations

The above features are our own distinctly original productions. They are all necessary in cleaning and grading machinery construction. They place the Monitor several years ahead of any other type of modern cleaners.

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED). VOL. XXVI.

CHICAGO, ILLINOIS, JUNE 15, 1908.

No. 12. { ONE DOLLAR PER ANNUM,
SINGLE COPY, TEN CENTS.



REINFORCED CONCRETE ELEVATOR AND IMPROVEMENTS FOR THE HUSTED MILLING CO., BUFFALO, N. Y.
Macdonald Engineering Co., Chicago, Engineers and Contractors.

[For Description See Following Page.]

THE IMPROVED HUSTED PLANT AT BUFFALO.

In our issue for December, 1900, we published an illustrated description of the second plant erected by the Maedonald Engineering Company for the Husted Milling Company at Buffalo, N. Y., to take the place of one that had been burned in November, 1899. The new plant, as indicated in our description, was built along the lines of fire resistance, the wood planking of the bin walls being the only combustible matter used in the construction, the foundation and basement story being solid, reinforced concrete. The cupola and the mill building were of steel with reinforced concrete floors and galvanized iron enclosures.

It was at this plant that the engineers and contractors first introduced the system of multiple unloading hoppers served by one elevator leg for the receiving tracks of grain elevators. At that time there were only two hoppers used for each leg. The present plant shows an extension of the system so as to include four unloading hoppers for each leg, the train shed being extended so as to house the four receiving tracks. The improvements just completed include the enlargement of the train shed, as above stated, part of which is built two stories high, the upper story being reserved for the cleaning and clipping machines and dust-collecting apparatus.

In addition to this there has been erected a concrete storage of approximately 500,000 bushels' capacity, with working house between the annex bins and the old building, containing four elevator legs of 10,000 bushels' capacity each, an improved drying machine of 1,000 bushels' capacity per hour, and an improved oats bleacher of 5,000 bushels' capacity per hour.

The cleaning room is equipped with one No. 11 Monitor Elevator Separator, one No. 11 Double Aspirator, one No. 11 Clipper and two No. 9 Clippers, together with complete system of dust collectors furnished by H. L. Day of Minneapolis. The bins in the old building, adjacent to the cleaning machines, are divided horizontally into an upper and lower storage bin; the upper, being spouted direct to the cleaning machines, furnishes the supply for the machines. The grain is elevated by small steel elevator legs to the lower half of these bins and furnishes the storage for the clean grain as it comes from the machines.

The concrete storage is divided into cylindrical bins with the interspaces, both between the bins on the inside and on the outside, used for small pocket storage. The bins are 20 ft. in diameter and 70 ft. high. They are carried on a concrete and pile foundation with the basement story 12 ft. high, which is well lighted and ventilated by a fireproof window in each panel on the outside wall. The basement contains two belt conveyors for transferring the grain from the storage bins to the elevator legs in the working house. The bins are filled by one 36-inch belt conveyor which extends through the cupola of the old building and receives grain from all of the elevator legs in the system. The storage bins are surmounted by a steel-frame cupola covered with a concrete roof slab and enclosed with plastered walls on expanded metal.

The grain-drying apparatus is a special machine recently brought out by the contractors and shows a high degree of efficiency. A unique feature of the machine is that it is automatic in its operation. The drying compartment has a holding capacity of 1,000 bushels, with 250 bushels' capacity in the cooling department. The machine is surmounted by a concrete garner holding 4,000 bushels, and the spouting arrangement is such that it can get its supply from any of the elevator legs in the building. The automatic controlling valve may be varied in speed so as to allow the grain to pass automatically and continuously through the machine at a rate of from 500 to 5,000 bushels per hour, the speed in all cases being regulated by the percentage of moisture to be removed from the grain. With excess of moisture of 7 per cent

to 10 per cent, the machine is operated on the basis of 1,000 bushels per hour. With smaller percentages the speed is increased. By this means the manual work and attention required in operating the machine is reduced to a minimum.

The oats bleacher is also a special machine recently brought out by the engineers, and is built entirely of copper and on the same general principles as the drying machine, with a variable controlling mechanism by which the speed is regulated all the way from 500 to 5,000 bushels per hour. The sulphur furnace is under the annex storage and connected to the bleacher by means of copper pipe and forced into the machine by means of a fan.

The improvements are all built of non-combustible materials, the elevator legs, spouting, machinery equipment of all kinds being of steel and all structural parts of the buildings of reinforced concrete. The machinery was furnished by the Skillin & Richards Manufacturing Company and

just signed by Governor Hughes, and modeled after the Massachusetts enactment, makes it a felony to conduct a bucket-shop.

"There can be no doubt that the existence of bucket-shops has been responsible for much of the ill-considered attack upon the business of the stock exchanges. Many people confound the two as being practically of the same nature, but there is as much difference between stock speculation and bucket-shop gambling as there is between the merchandizing of dry goods and betting on cards."

SCHULTZ, BAUJAN & CO.

Schultz, Baujan & Co. at Beardstown, Ill., are millers of winter wheat as well as grain dealers. They are also carriers, at least to the extent of operating the steamer "Mary" and various barges, one of the largest of which, with the "Mary," is shown in the illustration. Although the firm operates only a part of its fifteen elevators at Illinois



SCHULTZ, BAUJAN & CO.'S ELEVATOR AND MILL AT BEARDSTOWN, ILL.

the Weller Manufacturing Company of Chicago. The new seamless belt, supplied by the Buffalo Weaving and Belting Company, was used for all elevating and conveying belts in the plant.

A new Hamilton-Corliss Engine of 750 horsepower capacity has been installed and connected up to run the elevator part of the business entirely separately from the milling business. The milling plant has been enlarged and improved so as to more than double its capacity, and the output of the Husted Milling Company now exceeds the proverbial "57 varieties" of cereal foods for both table and stable supplies.

NEW YORK BUCKET-SHOP LAW.

The New York anti-bucket-shop law signed by Governor Hughes on May 21 will become effective on September 1. The law is similar to that of Massachusetts and establishes a penalty of \$5,000 maximum fine for a corporation and of \$1,000 maximum fine, or five years' imprisonment, or both, for a person, and forfeiture of charter for a corporation upon second conviction. Transactions, to be legal, must contemplate a bona fide receipt or delivery of the securities or commodities dealt in, and concerns must furnish, upon written demand to any customer, "a written statement containing the names of the persons from whom such property was bought."

Although Wall Street has itself never turned a hand to discourage bucket-shopping and has indeed been the means of perpetuating it after the influence of the Chicago Board of Trade was thrown against it, the Wall Street Journal at least is now convinced that "bucket-shops have injured both the business and the reputation of Wall Street. They are in the nature of boils on the system of speculation. The law of New York

River towns, they handle off the river no less than 300,000 bushels annually, on an average. This grain is all boated in sacks on the "Mary" or in barges to Beardstown, where it is transferred for shipping by rail, or is milled on the company's premises.

The illustration of the company's buildings at Beardstown shows the mill, but only one of the three elevators operated by the firm at that point. These are their largest houses, giving jointly a storage capacity of 150,000 bushels. The largest house the company owns is the one seen at the left foreground of the picture, which will carry 90,000 bushels. Included in its equipment is a Johnson Cold-air Dryer. The mill has 600 barrels' capacity, grinding winter wheat exclusively. The company's other houses are as follows: Three at Bluff Springs, two at Rushville and one each at Jules, Browning, Bader, Winchester, Meredosia, Star Bridge and Kampsville.

The business was founded in 1875 as J. Baujan & Co., but was reorganized in 1893 as Schultz, Baujan & Co., the members of the firm at this time being John Schultz, E. G. Baujan, E. E. and A. G. Schultz.

Owing to the high price of corn the Michigan Starch Company's plant at Traverse City, Mich., was shut down on May 16.

In point of prominence as an individual port in regard to wheat shipments for the 10 months ending with April, Portland, Ore., holds second place in the states, New York leading with 19,615,161 bushels. Portland exported 12,509,245 bushels, while the combined shipments of the Puget sound ports were 13,707,893 bushels. Galveston exported 10,764,666 bushels. All told the states exported during those 10 months 90,260,361 bushels.

[For the "American Elevator and Grain Trade."]
CROPS OF THE PACIFIC SLOPE.

BY L. C. BREED.

In California, barley is the "King of Cereals." Last year there were raised within the borders of the state, 22,093,000 bushels, while the wheat crop reached only 10,833,000 bushels. That the yield per acre of barley has not declined, as in case of wheat, is owing, in part to the effort made to improve the seed by introducing new stock and culture methods, and also because less time is required for growth and maturity. This enables the plant to make use of the moisture in the soil before it is exhausted. Further, the excellent malting quality of much of the barley that is raised provides for it a ready sale in Europe. Barley is the staple grain for the farm also, being fed to all working animals.

Comparatively little attention is paid to oats, which are raised more for hay than for threshing,

corn are also largely produced. The value of cereal exports from Fresno County, in addition to supplying the home market, approximates one million dollars annually.

Sacramento County's showing in figures concerning values are as follows: Wheat, \$735,000; barley, \$60,000; oats, \$168,000; corn, \$30,000; hay, \$600,000. In this section there is also a pronounced drift toward giving over the land to fruit and vine growing, as the more profitable uses for it.

GRAIN CROPS IN UTAH.

While a very large proportion of the superficial area of Utah is mountainous and for that reason not subject to cultivation, and though other large portions are so arid and remote from possible water supplies as to be valueless for agricultural purposes, nevertheless the state may be regarded as a very liberal producer of such products. The natural soil, in the main, is rich and

the state is about twenty bushels, though in case of some farms it reaches fifty bushels. Each year, however, the average product of cereals per acre increases, indicating that farmers are applying more intelligent methods in pursuing their calling.

Utah's total surface area is 52,541,000 acres; of this area but 4,858,893 acres have been appropriated.

[For the "American Elevator and Grain Trade."]
ST. LOUIS EXCHANGE UPHELD.

BY L. C. BREED.

After having been over a year in court, the Merchants' Exchange has won its fight for control of the weighing of grain. By a decision handed down by the Supreme Court, the law enacted in 1906 by the state legislature, empowering the Railroad and Warehouse Commissioners to supervise the inspection and weighing of grain, is rendered inoperative, except in case of public elevators.

Soon after the passage of this law, the Exchange instituted legal proceedings denying the right of the Commissioners and have fought the measure referred to above in the courts. Similar objection was raised by the Kansas City Board of Trade. In the meantime both the Commission and the Exchange have supervised the weighing, and in consequence, double charges have been incurred. Except for the knocking out of the grain law, this state of things would have continued on for an indefinite period.

The Exchange concentrated its opposition on the objectionable weighing feature, and while it is likely they would also have won their case on the other contention, an understanding was arrived at with the Commissioners that the Exchange would not, at present at least, fight the inspection feature of the law, on the condition that out of fifteen names furnished by the directors of the Exchange, an arbitration committee of three should be selected by the Commissioners, to which committee should be referred any cases that might arise where the state inspection was considered to be at fault.

It would appear that in handling the matter on the above lines the Exchange acted wisely, since notwithstanding the Commissioners claimed it was eminently proper and rightful that the state should everywhere supervise both the inspection and weighing, it was comparatively easy for the Exchange to convince an unbiased and impartial court that the weighing should rest with the Exchange, excepting at public elevators.

Concerning the question of inspection, in view of the fact that there are three boards of trade in the state of Missouri, it would be quite possible that it left with the exchanges, different grades might be established, whereas most grain men are desirous of uniform rules controlling inspection.

During the contest the Commissioners were charged with wishing to augment their political power through having the opportunity to appoint a number of officials, and they in turn claimed to be free from the bias of Exchange members, which its appointees were said sometimes to manifest. The weighing of the Merchants' Exchange, however, has proved very satisfactory and the trade throughout the entire Mississippi Valley will congratulate the Exchange on the successful issue secured.

The old law, which applied solely to public elevators, it should be understood, still remains in force, and the state officials will continue to supervise the inspection and weighing in and out of said elevators. There is, however, a disposition on the part of some members of the Exchange to attack this custom and to attempt to secure a repeal of the law, in which case the inspection would be assumed by the Exchange, as was the practice in former years.

Credit is due the Kansas City Board of Trade for efficient aid and co-operation in contesting the case.



SCHULTZ, BAUJAN & CO.'S STEAMER MARY AND BARGE OPERATING ON ILLINOIS RIVER.

owing to the fact that in California the farmers do not raise the eastern grasses and clover. Forage for stock is mostly wheat, barley and oats, with more or less sorghum. Wheat and oats mixed are a common substitute for hay. The climate of the interior valleys is not sufficiently cool for oats, and where raised for threshing they are produced principally in the coast counties. The demand is principally for the use of blooded horses and also from the government for army use. Owing to the small quantity of oats produced, the San Francisco Merchants' Exchange statistical department does not attempt to collect reliable information concerning them. Probably the crop does not much exceed 4,100,000 bushels.

California is by no means a corn growing state in comparison with the Middle West, though in the aggregate its production is encouraging. Corn can be raised without irrigation only on specially moist bottom land. In such locations it grows finely and it can be raised on higher land also, virgin soil containing all its original humus. With the introduction of irrigation on a wide scale, a large extension of the cultivation of corn would be quite practicable, particularly in the Sacramento and San Joaquin valleys. In order to reduce the cost of meats, it is regarded as important that more attention should be given to raising this grain which is the cheaper and in other sections the general stock feed. A pest known as ear worm causes a great deal of trouble. The production of corn in 1907 was but little more than 1,000,000 bushels.

Cereals are largely raised in Fresno County, although the acreage is shrinking, because of the increased value of the land for raising fruit. About 350,000 acres are annually planted to wheat and barley. Indian corn, Egyptian corn and broom

of great depth, producing a greater quantity per acre than the average Eastern farm.

The general impression that the cultivation of farm products is not possible where there is no water for irrigation purposes is not borne out by facts, though the value of water for irrigation cannot be overestimated. Throughout the Rocky Mountain region there are innumerable "dry farms," and the growing of wheat on these farms has become a profitable part of the agricultural development, especially so in Utah.

The production of wheat, for instance, has reached a volume of between 3,500,000 and 4,000,000 bushels. There has been some reduction in acreage devoted to wheat in former years, through the cultivation of sugar beets and the raising of lucern for dairy cows.

It has always been difficult to dispose of the surplus wheat, by reason of the distance from the seaports and consequent expense for freighting, with the result that the production of wheat has not kept pace with the increase in other staples. This causes Utah to be practically dependent upon home consumption for her product of wheat, and while having this advantage, she is not in position to reap unusual benefit, for the reason that flour from other states is always in competition with the Utah product.

The average yield of wheat per acre in Kane County is 25 bushels, while in Millard County it is but 11 bushels. This discrepancy is owing to the difference in climatic conditions and water supply.

In 1903, the production of cereals in the state was substantially as follows: Wheat 3,500,000 bushels; oats, 1,800,000 bushels; rye 65,426 bushels; corn, 2,100,000 bushels.

The average yield of wheat per acre throughout

OKLAHOMA GRAIN DEALERS.

The eleventh annual meeting of the Oklahoma Grain Dealers' Association was held at Oklahoma City on May 19 and 20 in connection with the state Millers' Association. There were addresses by Professor Nicholson, state entomologist, on grain pests in the field; by H. F. Probst of Arkansas City on "Brotherhood;" by H. J. Diffenbaugh, president Kansas City Board of Trade, on "The Functions of a Board of Trade," and by Hon. J. E. Love of the Corporation Commission on the new freight rate schedule in the state.

Grain Inspector J. A. Smith announced that he would appoint an arbitration board at each railroad terminal, whose duty shall be to settle all disputes between consignors and consignees of grain. Mr. Smith is in favor of uniform inspection. How can inspectors grade wheat uniformly when different states and different exchanges have different rules for the same thing?

The secretary's annual report was as follows:

For the eleventh time in the history of our Association we are met in annual session for the purpose of mutual helpfulness of getting better acquainted with each other, and formulating plans and methods whereby our difficulties may be made less and our benefits more. Do we not all go home from these meetings with some new ideas to put into the year's work and the pleasant memory of new friendships formed? We learn to think better of our competitor when we meet him socially and we find he has his rights as well as we and that it may be he can give us helpful pointers along our line of work. We are facing a different proposition from the one which confronted us at this time last year, as our fears of the green bug are vanishing and conditions are favorable for an enormous crop of all kinds.

You are to be congratulated on your loyalty to the Association in the last year, which was in many respects a trying one, and we sincerely trust that as an association and as individuals you may profit by it this coming season.

There are a number of vital questions before us this year, one of the greatest of which is that of federal inspection of grain. This has been presented in its numerous phases, pro and con, until it is hard to decide whether advantages or disadvantages predominate.

While we ask for legislation along many lines, we must bear in mind the fact that it is also possible to have too much of a good thing—which is one of the conditions liable to confront us now. It seems to me that the prevalent effort to originate regulations of all kinds with the federal Government may have its dangers as well as advantages. The bills to regulate the handling of grain, which have followed so closely those placing inspection under Federal control, are certainly a menace to commercial life in our line of business.

A law making the selling of grain for future delivery unlawful unless the seller actually holds the grain, or has it growing, would simply mean the closing of the boards of trade everywhere. Did it only mean the closing of the bucket-shops, we, with all other legitimate dealers, would say amen to it, but when it means the closing of the marts of trade, of competitive markets, where the supply and demand is regulated and where prices are kept steady and good, then we, as one man, must say, "nay, verily," rather too little law than, as the homely old saying, that "we should cut off our nose to spite our face."

Arbitration.—This last year our local board has tried 25 cases, only eight of which were appealed, and in only two of these did the Tri-State Board reverse the decisions of the local board. Right here may I make a suggestion? I would like to ask the Association to instruct their member of this Tri-State Board to introduce a motion and do all in his power to have it become a rule, that when cases are appealed to this Board the one appealing shall deposit with member of his Association a certified check to cover the amount of award. This will do away with delays and difficulty in some cases of collecting awards after decision has been given. I would further recommend that in the choosing of the new Arbitration Board the Southwest portion of the state be given representation.

It is a source of great regret to me that closer and more friendly relations do not exist between the dealers of our state and those of Texas. The two states are such close neighbors and so many business transactions take place between the dealers that the most friendly relations is a consummation devoutly to be hoped and labored for.

And now may I thank you for your hearty sup-

port during the past year and wish you a most prosperous season just before you?

Our Association has, I think, prospered the past year—while we have not increased in members, we have taken in 27 new members, but about the same number have discontinued business. We now have 157 members.

The following officers were elected for the ensuing year:

J. S. Hutchins, Ponca City, president; U. F. Clemons, Marshall, vice-president; C. F. Prouty, Enid, secretary-treasurer; A. E. Stephenson of Enid, Buran House of Oklahoma City, C. McFarland of Blackwell, T. F. Blake of El Reno, G. W. Cole of Snyder, directors; W. M. Grant of Oklahoma City, Wm. Randels of Enid, J. E. Fossington of Anadarko, arbitration committee; J. H. Shaw of Enid, member of Tri-State Arbitration Committee.

New trade rules were adopted.

JOSEPH ROSENBAUM HONORED.

At the forty-second annual meeting and encampment of the Illinois Grand Army at Quincy, Ill.,



JOSEPH ROSENBAUM.

the last week in May, Joseph Rosenbaum, president of the J. Rosenbaum Grain Company of Chicago, Ill., was unanimously elected Department Commander on the first ballot.

Mr. Rosenbaum, who is well known to the grain and milling trades, was born in Bavaria about 70 years ago and has made the United States his home since 1850. When the Civil War broke out he left his home at Dubuque, Iowa, where his father was established in business and served through the war with Company B of the Thirty-first Iowa Volunteer Infantry. After the war was over he engaged in the grain and live stock business with his brother, Morris, in Iowa, until 1874, when he removed to Chicago.

A New York telegram of May 21 says that negotiations were then being conducted by the Corn Products Refining Company to import corn from Argentina on account of the high prices of that cereal in America. The company buys 100,000 bushels of corn a day and the advance in the price of the cereal to 73 cents a bushel has resulted in substantial losses, as the company has been unable to make corresponding advances in the various products manufactured from corn. Officials of the company said that they find they can bring corn from Argentina and land it at New York at a price 15 cents under the prices obtaining on May 21 in the Chicago market.

LIGHTNING HAZARD OF MILLS AND ELEVATORS.

[Paper read by C. R. McCotter at the meeting of the Mill Mutual Field Men at Chicago, May 12, 1908.]

There is probably no hazard connected with mills and elevators that is attracting the attention of insurance men more at the present time than that of lightning, as losses from this cause on this class of property have been very heavy during the last few years, and seem to be increasing every year.

In discussing this subject, it might be well first to learn the cause of lightning. I will quote Prof. Dodd's answer to this question: "Before lightning occurs, nature first prepares a class of conditions, which are the storage of electric energy. It first collects in the cloud and tries to discharge to earth, but the dryer air beneath the cloud is a very poor conductor and resists the discharge, and the charge continues to increase. While this is going on in the cloud, the earth directly beneath the cloud becomes affected in sympathy with the cloud, and becomes electrified too, only in an opposite condition, and the electric stress on earth pushes toward the cloud the same as the electric strain in the cloud pushes towards the earth, but the air between resists and the house standing on the earth sticks up through the air and thus becomes the discharging point for the earth, and this way the house is charged."

This also explains why elevators are struck oftener than surrounding property, as they are higher.

It has been noted that lightning losses are more common in the Northwest than most other territories. This is caused by the dryer atmosphere in this section, as the dryer the air the poorer conductor of electricity it becomes, hence a more severe shock and more damage results.

Experience shows that metal-covered buildings and those properly protected with lightning rods are never damaged by lightning. The reason for this is that a building covered with metal is a good conductor and does not let the electricity store up, and in this way it serves the same purpose as a lightning rod, as the duty of a rod is to act as a telegraph line for the electricity and prevent it from storing up in the building, and thus prevents the conditions that would cause a shock.

Lightning losses have usually been classed under the head of "unpreventable fires," but as we have seen that such fires are "preventable," they should be classed under that head.

Our company had lightning losses reported on twenty elevators last year, which is about one per cent of our business, and undoubtedly there were other cases where there was but little or no damage, that were not reported. This shows an alarming rate of increase.

No mutual company will write mills or elevators that have wood pulleys in elevator heads, or that are operated with gravity feed gasoline engines, but I think I am safe in saying that more fires would be started in 1,000 elevators by lightning than by either of these other hazards. And as it has been proven that the lightning hazard can be eradicated, as well as the wood pulley, by covering the building with iron or properly rodding it, it appeals to me as a subject that should receive the careful attention of our companies. Steps should be taken to get the desired improvement on existing business, by giving a credit in the rate for properly rodded plants and those that are covered with metal, and by using our influence with builders and owners to properly protect new property when building.

On new property, it would probably be better to cover the building with iron, as this would do away with the spark as well as the lightning hazard, but on buildings now in use rods will be the more economical and probably more satisfactory.

This brings up the question as to what kind of rods should be used. Galvanized steel, copper

covered steel, solid copper and copper cable are the most common. A flour mill settles but little, and the ordinary stiff sectional rod will probably prove satisfactory, but for elevators it is doubtful if they will answer the purpose, on account of the natural settling, and the fall and rise when loading and unloading, as this would have a tendency to pull the fasteners or bend and break the rod if it was stiff. This is especially true of a cribbed elevator. It would therefore seem necessary to use a flexible rod like the twisted or woven cable.

The life of a galvanized rod is from eight to ten years. This kind of equipment should be discouraged for this reason, as in renewing policies the same credit would be expected by the assured, but in ten years the system would be of no account and a credit could not be given. The copper rod will cost some more, but will last indefinitely, and is the rod that should be recommended.

Two things seem to be essential in properly rodding a building. First, it should be properly grounded by extending the conductor to good moist earth. Second, that the lightning rod system form a complete circuit by having two ground connections. This will apply as well to iron-clad buildings. And in order to get the same credit as for lightning rods, it should be seen that the iron-cladding is properly grounded and the roof properly connected with the sides.

The cost of properly equipping the average country elevator with good rods will be about \$50 for every 1,000 bushels' capacity up to 3,000 bushels. Elevators larger than this will not cost as much per bushel. This is a very nominal cost for the protection received, and there is no way in which an elevator or mill owner can invest from \$75 to \$150 where he will get better returns, even if the insurance companies did not recognize in the rate the reduction of the hazard.

The theory of mutual insurance is to charge a man according to the hazards of his property. The losses from lightning are about 10 per cent of our total losses, therefore our loss ratio would be reduced 10 per cent if all the property was protected, and in order to work equity between policyholders, it is necessary that a credit be given to those who have properly protected their property against the lightning hazard, equal to the reduction that they have made in the hazard, as a man who has complied with these requirements should not be asked to help pay his neighbor's lightning loss. It should be paid by the unprotected risks.

I think it is only a matter of time when insurance companies in general will recognize in the rate the benefit of protection against lightning, and it stands the mill and elevator mutuals in hand to keep up their reputation of being the first to recognize any decrease in the hazard, and give a sufficient credit for the elimination of this hazard that has cost our companies thousands of dollars in the last few years.

NEW DIRECTORY.

The National Hay and Grain Reporter of Decatur, Ill., has just ready for distribution a new "Directory of Hay and Grain Shippers, in the Cariot Shipping States;" price, \$5. The list covers 17 states: Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, New York, North Dakota, Ohio, Oklahoma, Pennsylvania, South Dakota, Texas and Wisconsin.

The lists are the latest available and are arranged by towns (with postoffice, if that is different from the station name), each name having a key-initial designating the line of business, whether hay or grain or both.

The book is firmly bound in cloth and will be sent by the publishers on receipt of the price.

In reply to inquiries made by the Boston Transcript, as to "How's Business?" the author said: "It's all write with me;" and the professional

athlete said: "I'm kept on the jump;" the bandmaster admitted "his business was sound," but the druggist replied, "Oh, vial!"—Pope & Eckhardt Co.

F. G. BARTLETT.

The new hay inspector for the Cleveland Chamber of Commerce, F. G. Bartlett, late of St. Louis, Mich., was certainly "to the manner born." A native of old "York State" and about 50 years of age, his experience with hay runs back to the day when as a small boy he acted as "prompter" to Old Jim, a superannuated equine which furnished the motive power of a stationary upright Dredge Baler, which bound the hay with five wooden hoops (hand made) and seven black-oak slats, weighing from 35 to 75 pounds per bale, according to the size of the knots that could not be split. All the changes in the intervening years he has seen and been a part of as a "hay man." He served an apprenticeship at soaking hoops, splitting slatwood, driving the horse and hay jumper, working along up the line until he became foreman and grader and finally came out on top as track buyer.

In the latter capacity he has purchased hay in car lots for one of the largest concerns in the



F. G. BARTLETT.

hay business at this time; and from September 1, 1906, to January 1, 1907, he bought from station dealers and farmers alone no less than 11,035 ton of hay and straw, yet he was but one of several buyers employed by the firm referred to.

Mr. Bartlett was recommended to the Cleveland Chamber of Commerce by one of the leading hay buyers of Toledo and a brief interview only with the man himself was sufficient to convince the grain committee that the recommendation was a genuine find for the Chamber of Commerce. Mr. Bartlett is of the "square deal" class, who "plays no favorites" and who officially has the "glad hand" and the "cheerful countenance" for men who do business at Cleveland whether they personally take to him or not.

Hay inspection at Cleveland is a new function, asked for by the majority of the local dealers and agreed to by substantially all of them; and no doubt those who pull back in the traces of progress will change their attitude before long—a minority of but one or two can hardly hope to dictate the rules of a big market "all by their lonesome."

N. I. Gorsuch & Son of Westminster, members of the Baltimore Chamber of Commerce, on May 25 purchased from a Carroll County, Md., farmer six consecutive crops of wheat, the grower having refused to sell these crops as raised and had carried them until the price met his ideas. The amount sold was 6,000 bushels and the price was 93 cents at Westminster. He had held out for \$1.25, but finally decided to accept the figure named.

AMENDING THE CANADIAN GRAIN ACT.

Sir Richard Cartwright on May 18 introduced in the Senate of the Canadian Parliament a bill to amend the Manitoba Grain Act, "the object of which is to improve the conditions governing the handling of grain by the railways and elevators of the West." The bill has as its basis the report of the Royal Grain Commission, with some important things the Commission did not recommend tacked on at the insistence of the Grain Growers' Association. The gist of the bill, then, may be found in the following letter from Ottawa to the Winnipeg Free Press of May 9, outlining recommendations Messrs. Sifton, Greenway and Adamson hoped to urge on the government:

It is believed that a great deal of the difficulty at present experienced in connection with the grain business would be done away with if Winnipeg were made an order point; that is to say, if shippers were enabled to ship cars of grain to Winnipeg to be held there for orders. This would enable shippers in all cases where grain missed grade to dispose of it by sample. An amendment to the grain act providing for this will be advised.

One of the most serious grievances relate to the conduct of terminal and Eastern transfer elevators. It is recommended that a board, or commission, of two persons be appointed with large powers to superintend and direct the operation of the terminal elevators at Port Arthur and Fort William and the Eastern transfer elevators. This board or commission should have inspectors and weighmasters for each elevator, and should have absolute authority to direct the deposit of all grain into the particular bins in which, in their opinion, such grain should be deposited. An exact account of all grain by grade, car and quantity that goes into the terminal elevators should be kept and an account of all grain shipped out of the terminal elevators by grade and quantity. In this way an exact record could be had of the operations of the elevators so that at any time a transaction could be traced and the operators of the elevators would be free from any supposition of impropriety.

It is suggested that the farmer organizations should be asked to nominate one of the members of the commission, the other to be a permanent official of the Department of Trade and Commerce. The member of the commission nominated by the farmers' organization would, of course, be removable whenever the said organization desired to make a change.

It is considered that such a method of superintendence would afford the producers of the grain the best possible security that their interests were not being tampered with. It is, moreover, perfectly clear that such a system would be much more effective for the protection of the interest of the grain grower than would a system under which the terminal elevators should be owned and operated by the government. The government officers, in the latter case, would have the responsibility of protecting themselves from the possibility of loss or shortage and would, generally speaking, be loaded with so much responsibility as to fully occupy their time and attention. When the elevators are owned and operated by the railway companies or elevator companies the officials of the government have nothing to do except attend to certain specific duties, which are required to be performed for the protection of the public. They would thus be enabled to perform these duties with efficiency and certainty.

These recommendations have all substantially and in form been embodied in the bill.

It being found also that there is great difficulty in adjusting claims for shortages in quantities of wheat shipped, and that this is a prolific source of loss to the shipper and urgently requires a remedy, it is recommended:

1. That section 2099 of the Warehouse and Grain Laws of the State of Minnesota be enacted.
2. That the Railway Commission be authorized to make rules and regulations additional to the said provision.
3. That the Railway Commission appoint officers whose special duty it shall be to examine into claims made against railway companies in respect of shipments, report to the Railway Commission, and upon such report, that an order may be made disposing of the claim for compensation.

Send us the grain news from your neighborhood.

[Published by Permission.]

A FEW POINTED DON'TS.*

BY GEORGE W. METCALF,
Deputy Weighman, Chicago Board of Trade.

The subject assigned me should not be a subject difficult to discuss, for the "Don'ts" taken from the experience of most of us would, I am quite sure, fill a good-sized book. However, I suppose I am expected to confine my "Don'ts" and suggestions exclusively to weighing department matters, so none of you need feel at all embarrassed. To begin with, then, I will say:

Don't fail to study carefully the rules and regulations adopted and printed for the guidance of the Weighing Department.

Don't fail to keep in touch with the conditions existing at each and every point at which you are stationed.

Don't accept unfair weights; but exercise the right, given you under Regulation 6, to handle the scale beam; that is to say, if the weighing, in your judgment, is not being satisfactorily performed.

Don't hurry or get excited when you are weighing grain and recording the weights thereof, but take your time; be cool and collected even though there be an impatient switching crew at your elbow. We must bear in mind that accuracy is the all-important thing, and that in case of shortage, the Weighing Department has to assume all responsibility, not the other fellow.

Don't overlook, however, any opportunity to show the other fellow, whether he be railroad man, elevator man, shipper or receiver, that the Chicago Board of Trade Weighing Department stands for fair dealing first, last and always.

Don't fail to exercise the same care and take the same precautions to secure the correct weight of all the grain in a car that you would if the grain belonged to you. Be diligent and careful and ever keep in mind that some shipper away off in the country is depending upon you for a square deal.

Don't make any excuses for not doing your full duty at all times.

Don't take anything for granted; for, if you do, you will surely get into trouble sooner or later.

Don't fail to be prompt about acknowledging and reporting to the office any mistakes you have made in performing your duty. We have assurances from Mr. Foss that no man in his employ will ever lose his position for confessing to a mistake. He says he wants that kind of men working for him.

Don't attempt to answer any request or complaint from the office without having a full knowledge and thorough understanding of the subject in hand. If it is a shortage complaint, satisfy yourself beyond the shadow of a doubt as to the accuracy or inaccuracy of your work before making your report.

Don't fail to include in your letters of investigation each and every detail concerning the car or vessel you are writing about. Bear in mind that these reports are forwarded to the shippers and receivers of grain, who will judge you by the letters you write.

Don't fail to check the scale numbers as taken from the track ticket.

Don't leave a hopper scale before you have counted the denomination of weights on the hanger and noted the pounds indicated on the beam, for this system, without doubt, is a correct check on your tally-book records.

Don't fail to check over your records with the deputy downstairs, or upstairs, as the case may be.

Don't weigh on a track scale until you have examined it carefully for binds and also balanced it, and thus satisfied yourself that the scale is in good working order.

Don't gossip or say unkind things about anyone, but judge others by yourself, and you'll find a

tenderness in your composition of which you little dreamed.

Don't let your daily task become irksome. Put life into your work, and then in the conscientious doing of it. You cannot help but derive some pleasure.

Don't jeopardize the grain interests of this market, no matter whether those interests concern buyer or seller, shipper or receiver; for if the supervision and weighing of grain is done carelessly or indifferently by any one of you, or, to be personal, say by George W. Metcalf, remember that neither you nor I are worthy a name or a place in the Chicago Board of Trade Weighing Department.

DEMURRAGE RULE REFUSED.

The Chicago Car Demurrage Bureau and the Illinois Manufacturers' Association are unable to

NEW OFFICE AND WAREHOUSE BUILDINGS FOR FAIRBANKS, MORSE & CO.

The general offices and sales departments of Fairbanks, Morse & Co., formerly at the corner of Franklin and Monroe Streets, were moved during the month of April and are now located in the new building at the corner of Wahash Avenue and Eldredge Place, Chicago. This is the home office of the company. The new office building is a seven-story structure, with basement, fronting 165 ft. on Eldredge Place and 43 ft. on Wahash Avenue.

Samples of the miscellaneous lines manufactured and sold by the company are displayed on the first floor, including Fairbanks-Morse Gas and Gasoline Engines, Fairbanks-Morse Electric Dynamos and Motors, Fairbanks-Morse Steam and Power Pumping Machinery, Fairbanks Scales,



NEW OFFICE BUILDING OF FAIRBANKS, MORSE & CO., CHICAGO.

come to an agreement as to demurrage. At the regular meeting of the Bureau on May 19, the rules suggested by the Association were discussed, the chief item of interest being the "average time agreement" clauses, as follows:

1. Upon demand of any shipper or receiver, any carload freight carrier shall strike a monthly average of car loading and unloading time with such shipper or receiver as follows:

2. For every period of twenty-four hours' free time unexpired, when a car is released from holding by shipper or receiver, he shall receive credit for one day, which credit shall be set against any period of twenty-four hours or part thereof, for which a day's charge would be made, in excess of free time, during which he may hold a car from the service of the same carrier within the same calendar month, but in no case shall more than one day's credit be allowed to the shipper or receiver on any one car loaded or unloaded within the free time allowed under these rules.

3. At the end of the calendar month such contracting carrier shall only assess car demurrage charges against shipper or receiver so agreeing for days in excess of free time uncancelled by releases in accordance with this rule.

4. In accounting, each car and its holding record shall be considered to belong to the month in which the car is released.

After presentation of the arguments pro and con the Bureau deferred further action until June 2, when the Bureau adopted the rules recommended by the American Railway Association, which do not contain the "average time agreement."

Fairbanks-Morse and Eclipse Windmills, together with their miscellaneous line of pumps and general machinery supplies.

On the second floor are located the various sales managers and department offices, which handle the territory of the Chicago house, including the machinery sales, scale and order departments.

The third floor is occupied by the foreign electrical and billing departments.

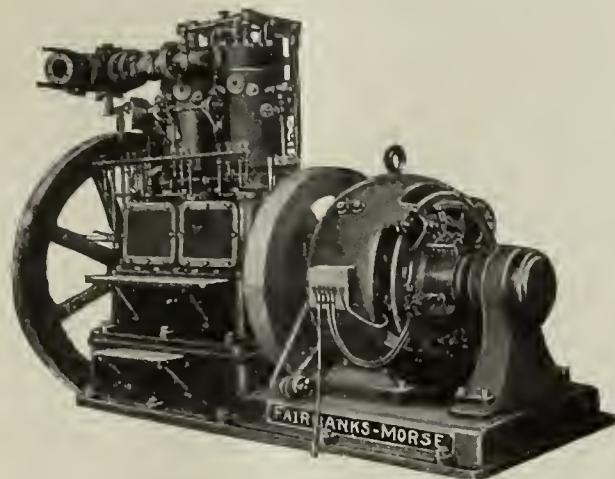
The fourth floor is given up to the administration offices of the company, with private offices for the president, first vice-president, second vice-president, secretary, treasurer, bookkeeping and credit departments and office of the president of Fairbanks-Morse Manufacturing Co. A general assembly room also is provided on this floor.

On the fifth floor are located the purchasing, windmill and the general supply departments, while the sixth floor is entirely occupied by the railroad and the construction departments.

The seventh floor is devoted to the advertising department and is also used for the storage of stationery supplies, catalogs, and other printed matter. The fact that this company publishes over a hundred different catalogs and pamphlets, descriptive of their various lines, some of these in editions of several hundred thousand copies, makes it necessary to use the greater part of this floor for storing such advertising matter.

*Read by the author at a meeting of the employees of the Chicago Board of Trade Weighing Department on May 15, 1908.

Power for the elevators, pumping and lighting throughout the building is furnished by two 80-horsepower Fairbanks-Morse Vertical Multi-Cylinder Gas Engines, each unit direct connected to a 50-kilowatt Fairbanks-Morse Direct Current Generator. These engines combine all the good features which are generally recognized to-day among engineers as necessary in the construction of a thoroughly modern gas engine. Competent engineers who have seen this plant which is located in the basement of the building, have expressed the opinion that it is the most modern and the smoothest running gas engine installation in Chicago. It will be open to visitors, and par-



FAIRBANKS-MORSE MULTI-CYLINDER VERTICAL GAS ENGINE.

ties interested in gas power are invited to call and inspect the plant. The engines operate on natural gas.

The heating is accomplished by means of two low-pressure Titusville Boilers, each 48 inches by 16 feet, and provided with the latest design of smoke-consuming devices.

The new warehouse is a five-story brick structure 100 feet by 100 feet in size, with track facilities on Sangamon Street and an alley on the opposite side with wagon shed. The main entrance is on Nineteenth Street. The warehouse capacity has been very much increased, as it is the intention to carry much larger stocks than heretofore, which will enable the company to

[For the "American Elevator and Grain Trade."]
THE NEW OAT DISEASE IN OHIO.

BY H. L. SPOHN.

The Ohio crop prospect continues to improve. The estimate just handed out by the state shows a wheat prospect of 94 per cent, as against 92 per cent last month and 77 per cent last year at this time. Wheat is heading nicely and it is said that harvesting will be on in the southern part of the state within a short time. Corn is making rapid growth and the stand is exceptional. The area of wheat is a trifle under what it was last year, but what it lacks in acreage will undoubtedly be more than made up in yield.

Oats also show a fine prospect, although there has been some apprehension recently caused by some disease which made its appearance in numerous sections of northwestern Ohio. No one seems to understand exactly what it is. The plants become affected and the lower leaves, and in some cases the entire plant, turn a reddish brown and shrivel up, seemingly dead. There was some complaint from the same cause last year, but it did not put in an appearance until later in the season and but little damage resulted. Numerous fields are spotted because of the disease, and close examination shows that the entire field is infected to some extent. That it is not due to over-moisture is apparent from the fact that the high, rich ground shows the worst condition. It is not rust and there is no bug or insect to be found. The recent rains seem to have proven beneficial and the disease is now slowly disappearing. Just what the effect will be upon the oats harvest cannot be estimated, but there will be no great damage unless it receives renewed impetus.

There has been some milling demand for wheat for shipment to New England and points to the southeast of here, but the demand has been considerably limited recently. The mills are about half shut down altogether and those that are operating are not running at more than half capacity, while the high price of wheat with the splendid crop prospect has led farmers to unload heavily, although it is estimated that there is still a large

There has been but a limited business done in corn lately, holders of corn finding a more promising market in Chicago than here. A peculiar condition has prevailed, corn actually bringing several cents more there than this market could afford. Prices on corn are usually a couple of cents above Chicago, or at least equal. The result has been that light receipts are noted, and the quality not of the best. Michigan corn recently tested here showed about 33 per cent moisture. There is no question but that there will be a much larger percentage of the ninety-day varieties raised this year than there has been for many years. This is due largely to agitation for corn that will mature, many farmers being thoroughly disgusted with the effort to raise the larger varieties. A number of favorable years resulted in the planting of an enormous acreage of the 120-day corn, farmers having been fooled into believing that the season was sufficient for it to mature. Several years of unfavorable seasons has finally convinced them of the fallacy, and they are rapidly getting back to the quick-maturing corn which gave the state a reputation as corn producer. Experts estimate that this will mean a profit of \$10,000,000 to \$15,000,000 per year to Ohio farmers.

It is estimated that the wheat acreage this year in Ohio is 1,355,456 acres, as compared with 1,456,515 acres last year, or about 7 per cent. It is also estimated that the crop prospect of 94 per cent, as compared with 77 per cent last year, will more than make up the deficiency.

John F. Courcier, secretary of the National Grain Dealers' Association, has returned from an extended trip through the West. He reports the most pleasing crop prospects all over that portion of the country.

Frederick Mayer, of J. F. Zahm & Company, recently attended the meeting of the Indiana Millers' Association at Indianapolis. He says that recent heavy rains have left some corn under water, but no damage is expected.

Word from Hancock County says that the clover crop will be simply immense in that section. Nothing like it has been seen for many years, if ever.

Considerable uneasiness was recently created among local grain exporters by the announcement that freight rates from East St. Louis to Toledo would be advanced by the Wabash and Clover Leaf Railways from six to nine cents. By such action it is feared that Toledo has been thrown out of the running, so far as handling grain from points west of the Mississippi is concerned. "I am confident that the advance in rates will prevent our handling fully a half million bushels of wheat from the West and Southwest this year," said F. O. Paddock, of the Paddock-Hodge Company. Under the six-cent rate it was possible for us to do a good export business by using Lake Erie and the canal. The increase is to be regretted, for right now there is a healthy demand from New York for new wheat on July and September delivery. We will begin to receive shipments from the new crop by the middle of next month or slightly later." The Wabash already has the new rate in effect, but the Clover Leaf will not make the change until June 15. Freight rate experts interpret the action as a discrimination in favor of the Mississippi River and the Southern railroads, and it is feared that the bulk of the grain that otherwise have naturally found its way to the seaboard through Toledo will now go by the Gulf route. Local grain men are sending in their protests and it is possible that concerted action will be taken in the near future, and before the arrival of the new wheat crop.

The Mollett Grain Company of Toledo has been incorporated with an authorized capital stock of \$35,000. The incorporators are: Charles W. Mollett, W. W. Edwards, R. B. Crane, Alex L. Smith and Sylvester Lamb. The company has several elevators on the Clover Leaf in Indiana and owns a mill and elevator at McClure, O. Heretofore the



NEW WAREHOUSE BUILDING OF FAIRBANKS, MORSE & CO., CHICAGO.

make shipments promptly and otherwise handle their fast growing business to better advantage.

Fairbanks, Morse & Co. also report that their branch houses at Denver, Omaha and San Francisco have recently moved into new buildings and that their Los Angeles house will move into a new building within a few months. The steadily increasing business during the past few years has made necessary the extension of their office and warehouse facilities.

The Ohio state report makes the wheat condition 94 per cent; winter barley, 91; spring barley, 90; rye, 92; oats, 89. Corn planting has been retarded by unfavorable weather conditions.

amount of wheat in first hands. The result has been the country elevators have been able to supply all the demand for wheat for milling and shipments from here have been light.

There has been some export shipping, but these consignments have also been small and few. Some wheat was sent out last week by local people to cover contracts for old wheat. There is some inquiry, but prices are not exactly in line and little exporting will be done until the new crop shows up, which is expected the forepart of July. There is still a supply of about a quarter of a million bushels here, which is just about being maintained by the incoming shipments. Toledo is now the cheapest important wheat market in the country.

concern was operating under the laws of Maine and maintained its headquarters at Frankfort, Ind. The head office will be moved to Toledo. It is understood that none of the incorporators named, except Mollett, are interested in the company. W. H. Haskell of this city is one of the stockholders.

C. P. Lamprey has been appointed traffic manager of the Toledo Chamber of Commerce. He is a Toledo man of wide acquaintance and is thoroughly familiar with transportation matters, having formerly held the position of general traffic manager of the Ann Arbor and Detroit, Toledo & Ironton Railways. A committee on transportation was also named. The action was taken largely at the instigation of the Toledo Produce Exchange, because of the proposed advance in freight rates, the object being to prepare to contest such action on the part of the railway companies in the most effective manner.

The little steamer *Felix Carbray*, one of the smallest vessels on the lakes, recently took on a cargo of 40,000 bushels of wheat at the Iron Elevator docks here, and cleared for Buffalo. The load was considered remarkable, the boat having a capacity of 455 tons.

Toledo, June 8.

[Printed by Permission.]

SOME SCALE TALK.*

BY J. A. SCHMITZ,

Scale Inspector, Chicago Board of Trade.

No one can determine the accuracy of a scale without testing it with standard test weights. At the same time it is essential for the weigher to know that the mechanism of the scale he is about to use is in good working order. In this connection it is well to bear in mind that the beam of a scale, like the pulse of the human body, is the indicator of the condition of the mechanism; and although it does not point out the specific defect, at the same time it does clearly indicate to the careful observer the need for repair. Hence it is obvious that the motion of the beam should receive your careful attention at all times, more especially when there is a load in the scale.

Now, while it may require a scale man and his paraphernalia to locate a defect, the existence of which is indicated by the motion of the beam, nevertheless there are a number of points that the deputy weighman may examine with effective results, as such examination will likely disclose the defect and make possible its remedy forthwith.

The old maxim of an ounce of prevention being worth a pound of cure fits very forcibly when applied to the subject of scales; and frequent examinations of everything pertaining to the scale may be the means of detecting the cause of danger, thereby making possible the removal of such cause before any harm has been done.

In closing I shall make a few suggestions that may aid you in locating defects in scales, and I shall also suggest a course of action which, if followed, will make for good weights. To begin with:

Always balance your scale before weighing.

Always see that the revolving spout is clear when there is a heavy load in the scale. If it is an independent revolver, see that the clear space between it and the scale hopper is great enough to prevent binding or resting when the scale is loaded.

Always assure yourself that the garner and scale slides are in good order and do not leak.

Always try the canvas on the scale hoppers to assure yourself that it is free.

Always notify the office of any repairs made on scales, no matter how slight.

Never fail to examine the dead-rail rods on track scales; also see that there is sufficient clearance around the platform.

Never allow anyone to misuse hanger weights. Never neglect an opportunity to make a test from end to end on track scales, and always report the result to the office.

Do not fail to examine the clearance around the fifth lever truss-rod on track scales, as this is the lowest point of a track scale.

Do not permit anyone to hold grain in the scales over night.

L. BUEGE.

An experience of twenty years or more in the grain elevator building business by an elevator builder, must, from necessity, leave an impress on the public mind for excellent or inferior work; and especially when three or more states are dotted with elevators of a certain builder's make it cannot fail to excite comment if, in the course of time, the houses should fail to measure up to the standard of what a good elevator should be. L. Buege, the grain elevator builder of Minneapolis,



L. BUEGE.

Minn., has had the aforesaid time of experience in building elevators and has dotted the Northwestern states, including Iowa, with his houses. And during this time his reputation has grown as a builder of reliable, substantial and economically working elevators.

Mr. Buege was born in Milwaukee, Wis., on March 19, 1865. After leaving school at the age of 17 he went to South Dakota, where he engaged in general contracting and carpenter work. He at once saw the need for grain elevators to house and handle the large Northwestern crops and started in the grain elevator building business, with headquarters at Fairview, S. D. About six years ago he moved to Minneapolis, where he has since made his home and has been carrying on his business with that city as the basis.

ASSOCIATION MEETINGS.

The Indiana Grain Dealers' Association will hold their midsummer meeting at Indianapolis, on June 18. Headquarters, assembly room, Board of Trade.

The Ohio Grain Dealers' Association will hold their annual meeting at Cedar Point, on Lake Erie, July 1 and 2.

The National Hay Association will hold their annual convention at Cedar Point, Ohio, July 28, 29 and 30. The Point is a resort on Lake Erie, reached by boat from Sandusky.

The Grain Dealers' National Association will hold their annual meeting at St. Louis, Mo. The date is October 15, 16 and 17. Headquarters, the Southern Hotel.

THE CHICAGO WEIGHERS.

For at least five years, the Chicago Weighing Department has been in the habit of holding at more or less frequent intervals meetings of the employes, under the direction of Weighmaster Foss and his Chief Assistant A. E. Schuyler, for the purpose of "talking shop." It is recognized that while the weighing of grain should be an "exact science," there are the changes of time and place that make these meetings valuable in aiding the men to keep up with the mutations of the business. On Friday evening, May 16, the first of these meetings for the current official year was held at the call room of the Board of Trade, and was presided over by Mr. Foss; and after a general statement of the object of gathering, more for the benefit of the few guests present than of the employes, who were there in pretty full force, Mr. Foss introduced Bert N. Law, deputy weighman, who opened the program with an address on the topic: "Can we make our weighing service more effective?" The program was then continued, the features being as follows:

"The value of neat, clear and complete records," by E. Y. Puckett, deputy weighman; "Some helpful remarks," by W. L. Shellabarger of Decatur, Ill.; "A few pointed don'ts," by George Metcalf, deputy weighman; "Car inspection records," by Charles W. Kefer, deputy weighman; "Shortage claims as viewed by a freight claim agent," by R. C. Richards of the C. & N.W. Ry.; "Scale talks," by J. A. Schmitz, scale inspector, Chicago Board of Trade. The general discussion which followed was very interesting, showing that the weighmen have "troubles of their own," which they bring to these meetings, and a number of very pointed questions asked and answered.

Without attempting to reproduce these papers or addresses, which for the most part are more interesting to the men than to the trade, it may be interesting to print a couple of the employes' papers, as indicative of the spirit that animates the department. (See pp. 638 and 640.)

Mr. Shellabarger said that he had found that Illinois dealers give Chicago the preference on shipments, even at a discount in price, on account of the better weights at this market, which are equal to at least 1c a bushel. In his own business he paid every attention to his scales and employs a man to look after them, but he had had occasion to be benefited by the good offices of the Department's expert in correcting at least one scale that was not doing its duty properly.

Mr. Shellabarger threw out some hints about loading cars that are worth repeating. For example, it may not be apparent to the man loading a car that the door or endpost might be broken. Such a car when unloaded and stationary would appear to be in good condition with walls and ends intact; but when the grain is in such a car and the walls are subjected to pressure, and especially when the car is moved and the grain compacts, the defects are revealed and at the first bump in handling a leak is developed. Indeed, many cars develop no imperfections until they get into motion. "Now," said Mr. Shellabarger, "I have thought that perhaps it would be a good plan when shipping grain that it is known will not be transferred to prepare a card giving all particulars of the weight and tack it on the inside of the car door so that when the car arrives at destination it would be brought to the attention of the weigher, who with this data before him might more readily find the cause of shortage should a shortage be found."

Mr. Shellabarger also suggested improving the records on the weight certificate by indicating a little more closely the exact place where a leak appears as a guide to subsequent instructions by a shipper to his loaders.

Mr. Richards, of the North-Western Railway, among other things, said:

I am expected to talk about claims because I don't know anything about them. I have only been in the business twenty-five or thirty years.

*Read by the author at a meeting of the employes of the Chicago Board of Trade Weighing Department on May 15, 1908.

New Orleans grain exports in May were only 2,675:40 bushels of wheat, to Antwerp.

But one of the things that we run up against all the time is leakage—not the difficulty with the weights at destination, because I think we are all willing to take your weights. We know that they are made by disinterested people; but the trouble we have is with the weights at the loading points. They are made by interested people. They weigh on all kinds of scales, from one that will weigh 50 bushels to 100 bushels at a time; and very frequently it is to the interest of some of the agents at these elevators to make out that they are shipping out a great deal more wheat than they do, so as to balance their books at the end of the year. [Laughter.] That may be a joke to you, but we have to pay for the balance. That is the question that we are up against all the time.

Of course, a great many men will load any kind of a car, from a flat car up, with grain. Then it comes to destination and is reported in good order and seals on all four doors. Then we have a leakage all the way from twenty-five bushels to 10,000 pounds, and, of course, you people weighed it right. We all know that. You never make a mistake; but somewhere or other that grain has been taken out of the car, leaked out, or else it never was put in; and it is up to the poor claim agent to find the place where it happened, and generally we find it—nit.

Now, one of the things that we run up against all the time is your certificates of weight; and on the back of that little sheet of paper (I guess Mr. Foss has them printed by the million, because I get two or three millions of them annually) is a cross mark showing where the car is leaking, but it never says whether the car was broken in, or whether it was a slight leak, or anything else. All we know about it is that it was leaking. I think in making out these certificates of yours, if you would say something on that certificate as to whether it was a slight leak or a bad one, it would help us a great deal in determining the validity of a claim. Of course, it is a very easy matter, you know, for us to say that the car came through without accident, had no rough handling, seals were intact, car was in good condition, must be a mistake in loading, because Mr. Foss' weight, of course, is correct, and your claim is "respectfully declined."

I never learned very much about the grain business. My first introduction was in the days of the Civil War, when my father happened to be grain inspector, and my job was to help him; but since I have been settling claims for the North-Western I have been getting more acquainted every day with the grain business; and the amount of grain that can be lost out of a car in going from a country station to the city is alarming.

Another thing very peculiar is that we rarely have any claims for leakage on cars from one elevator to another. You take a shipment of grain from Milwaukee or Duluth to Chicago, loaded out of some elevator by a respectable weighmaster, and almost invariably that car will go through without any leakage; at least, it will be less than $\frac{1}{4}$ of 1 per cent, which, I believe, you all expect as a variation of scales, or a variation of weighmasters; and I suppose we move just as many cars between these points that are loaded at Milwaukee and Duluth as we do almost from country stations, and the difference in the number of claims we get on these grain shipments is almost incredible. We get so many claims that we do not pretend to keep track of them.

But I think that in making out these certificates of yours, if you would give us a little more information as to the extent of leakage, or the probable cause of shortage, or whether the ears looked as though they had been robbed, it would be a very great help to us in the investigation and adjustment of claims; and I want to say for all roads, we are willing to pay for property that we lose when we are satisfied that we lost it, but we do not want to pay for stuff that was not put into the car; and I hope in the future, if you gentlemen will help us a little, we will have fewer claims.

The evening's work was concluded after a half hour of questions and answers, put by the men and answered by Chief Foss, by short addresses by President Sager of the Board and Edw. Andrew, chairman of the weighing committee of the Board, both of whom expressed their gratification with the work done by the Department and the personnel of the force.

These meetings take place several times each year.

Feed dealers at Newark, N. J., have asked the city council to adopt a standard weight for a bag of oats, corn, wheat, meal or cracked corn, on the ground that unscrupulous dealers are taking advantage of lack of uniform weight for grain

to sell bags twelve to fifteen pounds short of the regulation weight fixed by a tentative agreement among the dealers, and there is no other way to stop the swindle.

JOSEPH L. FREDERICK.

To be at 33 at the head of one of the largest commission houses in the West and secretary of an important public exchange is evidence not only of industry and business capacity but of a personal character that begets confidence and executive ability that awakens reliance; for we are all prone to shift our burdens on broader shoulders whenever our confidence and trust are confirmed by character and deeds.

The subject of this brief sketch, whose career has suggested this line of thought, Joseph L. Frederick of St. Joseph, Mo., was born at Cameron, Mo., in 1875, and has been engaged in the grain business for only about eleven years. After about four years' experience as a road so-



JOSEPH L. FREDERICK.

licit he embarked in the cash grain business, the firm operating under the style of the Mathews-Frederick Commission Company. Some three years ago this firm was discontinued, Mr. Frederick then succeeding to the business in St. Joseph, which he reorganized. He is now president of the largest grain and hay commission business in that city, which is known as the J. L. Frederick Grain Company.

That he has the confidence of the members of the St. Joseph Board of Trade is manifested by the fact that he is now serving his third term as secretary of that organization and is one of the most earnest and diligent "boosters" of the St. Joseph grain market.

OHIO GRAIN DEALERS' ASSOCIATION.

The following is an outline of the program of the twenty-ninth annual meeting of the Ohio Grain Dealers' Association, to be held at Cedar Point, on July 1 and 2. These two days entire will be taken up for the meeting, participants going on June 30 and returning home on July 3.

The session will commence on Wednesday, July 1, at 10 o'clock a. m., with the annual address of President Beverstock, followed by the report of the secretary-treasurer and appointment of committees.

The following persons will either make addresses or read papers during the remaining portion of the two days:

John F. Courcier, Toledo, Ohio, secretary Grain Dealers' National Association; subject, "The National Association."

E. W. Seeds, Columbus, Ohio, chairman execu-

tive committee of Ohio Shippers' Association; subjects, "Legislation for the Grain Dealers" and "Ohio in Its Relation to Through Freight Rates on Grain."

H. W. Robinson, Greenspring, Ohio; subject, "Agricultural Specials."

A. E. Reynolds, Crawfordsville, Ind., president Grain Dealers' National Association; subject, "Uniform Grading of Grain."

V. M. Shoemaker, Columbus, Ohio, professor of agronomy in Agricultural College, O. S. U.; subject, "Ohio Corn Improvement Association."

E. F. Lienhard, Bellevue, Ohio, secretary-treasurer of the W. H. Gardner Grain and Milling Co.; subject, "A Square Deal."

C. J. Jenkins, Marion, secretary State Millers' Association; subject, "Our Own Door Yard: Protection of Our Home Interests."

H. C. Price, Columbus, Ohio, dean of the College of Agriculture, O. S. U.; subject, "The College in Its Relations to the Grain Dealer."

John T. Todd, Springfield, Ill., district freight agent, C. H. & D. R. R.; subject, "The Tracing of Freight."

Joseph Timmons, Kenton, Ohio; subject, "Our Next-Door Neighbor, the Hay Dealer."

C. G. Williams, Wooster, Ohio, professor of agronomy, Ohio Agricultural Experiment Station; subject, "The Work of the Station in Relation to the Grain Dealer."

Grant McMoran, St. Paris, Ohio; subject not yet assigned.

The routine business will include reports of several standing committees, reports of special committees, report of nominating committee and election of officers.

HOW THEY PAY OUT.

A compromise has been effected between the Wisconsin Grain and Stock Co. and William J. Haggerson, on whose application the receiver was appointed, and a large number of intervenors who have filed claims against the company for various sums, says the St. Paul Pioneer Press.

It had been agreed that the receiver may use the funds in his possession (\$32,750) for the payment of claims and that opposition to the receiver's suit and the suits in intervention will be abandoned. The claims which have been filed aggregate about \$165,000, upon which a dividend of about 15 per cent will probably be paid in a few weeks. As a part of the compromise the receiver released claim to the certificate of deposit in the Capital National Bank for \$5,000, which was turned over to William T. Kirke for securing bonds for the alleged officers of the company when arrested on the charge of misuse of the mails. The receiver contended that this money belonged to the company and that the officers had no right to use it for their personal benefit, and Judge Van Devanter ordered Mr. Kirke to turn it over to the receiver. Mr. Kirke appealed from the order and the claim was released as a part of the consideration for the withdrawal of opposition on the part of the alleged officers of the company, who were made defendants in the Haggerson suit.

Judge Lochren appointed Ashley Coffman receiver in the suit brought by William J. Haggerson last July, while the preliminary hearing in the case brought by the Government against the alleged officers was in progress. Mr. Haggerson, who lives in Bessemer, Mich., claims to be a creditor of the company to the extent of \$2,000. The company filed answers to all the suits, but it is understood that they will not be contested further.

On June 9 Clinton B. Phelps, who acknowledges himself to be president of the defunct company, pleaded guilty to an indictment charging him with using the mails to defraud, and was given the maximum fine of \$500 by Judge Page Morris, before whom he was arraigned. The other persons indicted with him were released on no press.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

The 15th annual meeting of the Illinois Grain Dealers' Association was held at the capitol, Springfield, on June 9 and 10, and was very successful. There was a rather disproportionate number of dealers present compared with receivers, which was not unusual. The sessions were held in the afternoons only, the remainder of the days being given over to sight seeing and visiting, for which Springfield offers ample opportunity.

The Rev. Euclid B. Rogers opened the sessions with prayer, and was followed by a welcoming address by Corporation Counsel Murray, who appeared in the absence of the mayor. He confessed to a profound ignorance of the nature of the Association—even of its name, but he did not feel called upon to hand the Association as the city's guests over to the police, either to protect them from Springfielders or Springfielders from them—"as you appear," he said, "to have money enough with you to pay your way."

Mr. Murray was followed by Mr. Nicholas Roberts, executive secretary of the Chamber of Commerce, who welcomed the Association as the guests of that body, and especially called their attention to the entertainments which the Chamber had provided.

Mr. A. G. Tyng, Peoria, made the response.

These formalities completed, President Wayne delivered his annual address as follows:

Although this has not been a pleasant and prosperous year to many, still you emphasize your interest in association work by your presence at the fifteenth annual convention, and I trust this interest may grow to such an extent that in the future it will not be necessary for the officers to remind you of the date of our annual convention.

It was my privilege to hear Chairman Knapp of the Interstate Commerce Commission when he addressed the Grain Dealers' National Association at Cincinnati, when he gave to the public his views of association work, impressing all those present with the importance of the good work being done by organizations of this kind.

I wish all dealers not members of the Association could have heard Chairman Knapp, for he stated so definitely and clearly what might be accomplished at annual meetings like these, where ways and means for the betterment of trade conditions are discussed. The one thing that I have regretted most during the period which I have held this office is the fact that there are so many grain dealers throughout the state who do not seem to appreciate the importance and necessity of such an organization.

The Illinois Manufacturers' Association issued a call for a conference with all associations and commercial clubs east of the Mississippi River to meet in Chicago on the 15th of May last, to formulate a plan whereby we could prevent a contemplated horizontal raise of railroad rates of from 10 to 15 per cent on all commodities originating east of the Mississippi River, the same to be effective July 1, 1908. Your president attended this meeting, and I have the honor to report that the results were all that could be desired.

As you may not all understand our position in regard to the railroads' legal rights to advance rates, I will attempt to explain in as few words as possible Attorney Levi Meyer's opinion as he gave it. The present law gives the railroad the right to advance the rates arbitrarily, regardless of the wishes of the Interstate Commerce Commission or the shippers, by simply giving public notice of thirty days of such advance. After the rate goes into effect, our only resource is the courts, and that means a possible delay of from three to five years. During this time the railroad company will be collecting from the shipper the advance rate, which of course will mean thousands of dollars to the railroad company. Mr. Meyer says: "Our only redress is, immediately after the publication of the increased rate by the railroad company, to take the matter into the United States court and ask for an injunction restraining the railroad company from enforcing the advanced rate." This being done, then the railroad company can only collect the old rate of freight during the period the case is being tried in court, all of which you can readily see is a great saving to the shippers throughout the country. High financing and manipulation on the New York Stock Exchange have put the words

"car shortage" in a state of innocuous desuetude. While we are opposed to their method of banking and stock gambling, we must admit that they have relieved the grain man of one of the most annoying things he has ever had to contend with.

At our last annual convention I called your attention to the fact that we were not realizing what we should for our grain, when selling on track on the basis of 3 or better instead of a specific grade. Since we have made no advance, in this respect, in the past year, let me urge you to give this matter special attention at this meeting. I respectfully ask you that a strong resolution opposing this method of handling grain be adopted before we adjourn.

Railroads and large corporations have within the past few years adopted the plan of pensioning faithful employees, having been in active service for a stated period of years. Now I would suggest in behalf of the country shippers (for it is due them) that the hoards of trade adopt similar methods whereby they can care for their aged employees; for in this day and age, we all know that the young man is the one sought after for responsible positions, and if any line of business needs active and aggressive work, surely it is the grain trade.

The question of collecting damages from railroad companies for the non-delivery of grain within a reasonable length of time may interest you, for I am sure that it is not generally understood that such claims are collectable. I am authentically informed that in case the railroad company fails to deliver consignments of grain to destination within a reasonable length of time, and you can prove the delay has been a damage to you, either by grain getting out of condition or on account of decline in market, the railroad company must settle such claims.

The matter I shall speak of now does not only interest the grain man, but the tenant farmer, land owner, and I might include the entire population of the state of Illinois; for it means an increase of the products of the soil, and that means additional wealth to the state. If the state of Illinois thinks it worth while to instruct the student in scientific farming at the state university, why not make it more practical by having an agricultural experiment farm of 80 acres in every county of the state, operated under the supervision of the state university? For by this method they will be able to demonstrate to the farmer how he can increase his yield of grain from 50 to 100 per cent, thereby benefiting the grain dealer by the increase in the number of bushels to be handled, as well as making an additional profit to the producer and land owner. The expense to the state would be slight compared to the profits derived. If these experiment farms were located in every county they would be accessible to all farmers. But as it is now comparatively few feel that they can take the time to visit the one at the university, or the few others in operation throughout the state. There is an old yet true axiom, that the prosperity is literally dug from the ground.

You are all fully aware of the fact that there has been discussed by the general public, and Congress, whether or not there is too much speculation going on in the handling of the grain trade in this country. Not assuming that I know what is best, or can advise, it is my opinion that the Chicago Board of Trade should change their rules so that we would not be subjected to the manipulations of the market, and thereby give the country grain man more than one safe way of protecting himself on his purchases. At the present time, under the prevailing method of doing business, there is only one sure way of securing a profit, and that is by selling on card bids each morning. If proper safeguards were thrown around the option sales, there is no question but what more of the country grain men would improve the opportunity of protecting their purchases by sales of that kind, which of course would increase the business of the Board of Trade and thereby add to the profits of the commission men.

Your committee, appointed at the Peoria meeting, October 17, last, to visit the Memphis market in relation to shortage of weight as complained of by members of the Illinois Grain Dealers' Association, have the following to report:

The committee visited Memphis on December 10 and 11 and thoroughly investigated all matters relating to the weighing of grain by the weighing department of Memphis, and also inquired into their manner of handling carload lots after they arrived in the railroad yard in that city. The committee feels that it is very important for the members of the Illinois Grain Dealers' Association who ship grain to Memphis to take care in the cooping of cars, for the reason that there is a long haul, and any weak spot in the car is very

liable to be opened; and that all grain shipped to that market be very carefully weighed and an invoice of such weight be sent to the Memphis firm which is to receive the shipment, and that every member of the Illinois Association make a prompt report to our secretary whenever any unusual shortage occurs from shipment to the Memphis market, so that the secretary of the Association can immediately report such shortage to the secretary of the Memphis Merchants' Exchange.

The committee is of the opinion that if both the shipper and receiver use their utmost care to carry out the wishes of your committee and the Memphis exchange, it will assist very materially in locating the causes of so much complaint on shipments to that market.

Your committee firmly believes that from the disposition shown by the members of the Memphis Exchange, that they are extremely anxious to assist in carrying on any reasonable investigation, so that their markets can maintain the high standard that they should have, and that there can be no future complaint from anyone.

I again call your attention to the arbitration committee. During the past twelve months there have been filed in the secretary's office 486 cases for this committee to act upon. All have been disposed of except 22. This is conclusive evidence that the committee has been very active, and the disposition of the members seems to be to avail themselves of the opportunity of adjusting their difficulties without taking their cases into court, which means a great saving of time in settling matters of this kind, as well as saving in dollars and cents. I wish the members would resort to that method of settling their difficulties more than they have in the past. Remember the committee is at your service at all times.

Some people have a pessimistic view of the future grain trade of this country, believing that the yield will decrease rapidly from now on, due to the decline in the fertility of the soil. But I believe this a mistaken view, for why should not our soil improve if properly handled? We are on the eve of a new era in farming, and while it may not materialize in our day, it is bound to come. Stations at the present day handling 300,000 bushels will handle 500,000 under the new method, and farm land now selling for \$200 an acre will then be selling readily for \$400.

Let us overlook the many discouragements of the past, with the assurance of a better future, and with a growing assurance in the Association, and a greater confidence in its ability to accomplish good.

The program then called for an address on the "Importance of the Deep Waterway," by Gov. Deneen, but as that official was absent from the city Lieut.-Gov. Sherman explained the situation. The Governor, he said, like some other men, was "unavoidably out of the city"—"busy," of course. This is not a matter for criticism. Some day under the benign influence of the new primary law, the day may come when the people will again rise up and call upon certain men to take office willingly or unwillingly, but that time is not now, so the Governor is legitimately "busy," and putting it in this way was another form of stating a condition which all will recognize and understand.

Gov. Sherman then reminded the Association that they are the middlemen between the producers and consumers of grain—a necessary function in the division of the labor of marketing products of the farm. The need of your services no one denies, the only controversy is as to the share of the earnings going to the producer and that going to the middleman. Producers can seldom in these days be distributors—distribution has become a very complex service that must be performed for both the producer and the consumer, and it is in this work of distribution that the carrier appears. The complexity of the service has led naturally to public regulation of the service, more especially of the carrier's service, and in this state we early took up this work of regulation by law, and we have solved it, so far as law can solve such problems. But the law cannot reach all occasions promptly and effectually; so we turn to the waterways as the most reliable form of automatic regulator of the other carriers, because the waterways are the most practicable and cheapest form of safe transportation known.

Mr. Sherman recalled to the Association what

many may have forgotten, to wit, that the state of Illinois first set the example of establishing for all the states and the nation the principle of legal regulation of the carriers. The problems we solved many years ago are now live problems of other states and of the nation. But as we settled them locally, so must other states settle them on the basis of their local needs and conditions. Our laws will not fit all states, nor will they be applicable nationally, because the local conditions in this country are multifarious and insuperable and must be taken into account by legislators. It is a most unfortunate tendency that would abolish state lines and try to reduce all our laws of regulation to a dead level of uniformity, for the country has no such dead level of conditions to make such uniformity of laws practicable. Even the climate and the physical conformation of the country repudiate such a theory and show its fallacy. Where like conditions exist like laws may exist, but not elsewhere. And so this Association, by working with other similar associations, may be instrumental in creating a public opinion that will go far to settle the problem of the grain trade upon the basis of local needs and conditions and not by theories of uniformity that can never be realized.

President Wayne then introduced Col. Chas. F. Mills of Springfield, who told the Association of the plans and purposes of the Illinois State Corn Exposition, to be held at Springfield next November. He pointed out, as he easily might, the benefits to the grain dealer of such an exposition. Illinois has nine million acres to corn. It should be easy by proper education of the farmer to increase the yield in this state by 100 million bushels annually and proportionately improve the quality. This education is the aim of this exposition, and it is to the grain dealers' interest to join in the promotion work of this corn show—to induce their patrons to grow corn for it and to show them corn grown this season in competition for prizes that run from \$5 upwards and may yield the winner of the grand sweepstakes prize about \$2,000 in cash.

Referring to President Wayne's suggestion of county experiment farms, Col. Mills said that every county now has such a farm available if the counties would but use them as such. Many counties do. In Sangamon County this year the best corn grown on many Sangamon farms in 1907 is now growing side by side in individual rows that shall tell the story next fall which farmer in 1907 grew the best corn. This is the highest test of local seed corn—growing the best samples of seed of a given county side by side on the same land in the county of its origin. [Owing to the unfavorable weather conditions, said a local paper on the morning following Col. Mills' address, the Sangamon County farm has thought it best to abandon this experiment for this season.]

The chair then appointed the following committees:

On Resolutions.—Edwin Beggs, Ashland; G. H. Hubbard, Mt. Pulaski; H. E. Selby, Golden; P. B. Hills, Freeport; Thos. Bowen, Decatur; John Schultz, Beardstown; J. W. Radford, Chicago.

On Nominations.—C. C. Miles, Peoria; W. L. Shellabarger, Decatur; Chas. Wade, Paris; R. C. Baldwin, Bloomington; Mr. Shearer, Assumption.

The questions outlined by the program were then taken up for discussion:

INTEREST ON ADVANCES.

1. When should interest on drafts drawn on consigned grain cease?

2. Should interest be paid on drafts on grain sold shippers' track?

These two questions, though separated on the program, were for obvious reasons discussed together. It was an old subject that had previously been talked over and had been made the subject of resolutions adopted at the Peoria meeting of a year ago, which were later replied to by the Board of Trade, but as many shippers had complained to the directory of the Association about

the practice of charging interest at all, it was again put on the list for "dissection."

The Board of Trade, in its reply to the Peoria resolutions, held that the charge is just because of the changed conditions in the trade, which have reduced the net income of the commission merchants while their expenses have largely increased, and the advances made have had to be made larger and larger, owing to the high price of grain and the heavier carloads shipped.

Mr. Hillmer said the time charged for is from the date of the payment of the draft until the grain is unloaded, but as grain is seldom paid for in Chicago on a Saturday, there are three interest days created which he thought are not strictly justified or right, and that particular practice of delay should be abolished, he thought.

Mr. Silby "lit into" the interest charge as something unjust and which is figured in a way he could not figure out.

Mr. Seavers, Chicago, explained the Board's reasons for amending its rules making the interest charge obligatory by its members. It costs more now to handle grain in Chicago, and were the interest remitted the income from handling grain would hardly pay the actual expense involved.

Mr. Tanner thought the matter important, but not so important as it seemed. If the Board has passed the rule complained of, there must be a reason for it, and this Association can hardly afford to pass a resolution condemning it. If we consign grain, it is our grain until it is sold, and advances on it are an accommodation to us, just as our advances to the farmer are an accommodation to him, on which interest should be charged from the time the advance is made until the account is settled. This interest charge or drafts on consigned grain is right and proper. But it is different with grain sold f. o. b. shipper's track. As soon as the bill of lading for that grain is delivered to the buyer, it is his grain, not ours, and we should be paid for it on delivery without any interest deductions whatever.

Mr. Bockewitz supported the same views, holding that it is unfair to charge interest on drafts made for f. o. b. grain.

Mr. Graham said St. Louis had last year made a rule to require the payment of interest on all advances, patterned after the Chicago rule, because the value of a car of grain is now easily double what it used to be and it costs much more money to handle it at the terminals. He said the income to the commission man is \$6 a car, and the cost of handling it is \$4.50 to \$5, and remission of the interest on advances would more than wipe that out. He expressed surprise at these complaints. If we must act as your bankers—supply the country dealers with capital—we should have the bankers' allowance for interest. Mr. Graham did not quite agree with Mr. Tanner, for he thought an f. o. b. trade was not completed until grain is inspected and, perhaps, weighed in.

Mr. Ketcham said his people had yet to have any written complaints of the interest charge from customers in Illinois, Missouri or Iowa.

Mr. Shellabarger thought the interest on consignment advances proper, but not those on f. o. b. grain. The former might at times be a burden, as in case of delayed grain, but he believed the commission men push things as rapidly as they can to prevent all that. But on f. o. b. grain he held, with Mr. Tanner, that interest on payments is unfair. When the bill of lading is delivered the grain is the buyer's. He cited a particularly aggravating case of his own. He had sold f. o. b., Chicago terms, and was charged interest on the draft all the time those cars were being disposed of after inspection and leaving Chicago, in markets in Indiana—twelve to twenty days.

Mr. Baldwin, Bloomington, said the limit of interest time under the Chicago rule is fifteen days. After that period it stops automatically. He said as to f. o. b. grain that in his opinion the contract of sale is not completed until the

grain is delivered in Chicago. The agent's bill of lading is only evidence of a shipment and of weight, but not of quality, and the receiver is actually the shipper's banker for the time being or until the contract is fulfilled by delivery of the grain contracted to be sold.

Mr. Tanner did not agree with this view. The payer of the draft is fully protected until the grain is delivered. He is the owner of the grain when the bill of lading is delivered to him and the shipper should pay interest only on the over-draft.

Mr. Beggs asked how many exchanges have this interest rule, and it appeared that it exists at Chicago, Kansas City, Milwaukee, Minneapolis and St. Louis and on consigned grain only at Toledo.

Mr. Hubbard thought the discussion somewhat of a waste of time, seeing it had already been gone over a year ago. He was of opinion that the charge doesn't fall on the country dealer at all, but is finally paid by the producer, and, in fact, were the dealer relieved of the charge entirely he would simply give it to the farmer. What the dealer wants is that the charge shall be the same to all competitors, then there is no hardship. The banks eventually get all the interest paid and the producers pay it all.

Mr. Hubbard further said that in his opinion the interest charge on drafts against f. o. b. grain is as illegal as it is unjust and he believed it could not be collected at law, unless a special contract were made to pay it. When a dealer puts f. o. b. grain into a car he should have his money, just as the farmer should have his money when he unloads his grain into the elevator sink.

A resolution on the subject by Mr. Ullrich was referred to the committee.

WEIGHING FEES.

The next question was: "Should not the increased weighing fees adopted last September at Chicago be repealed and discontinued?"

Mr. Shellabarger said he thought if dealers would go to Chicago and see what the weighing department there does and how they do it, they would probably find they are getting their money's worth. As for himself, if other markets would give the same service, he would willingly pay the same fees.

RED TICKET.

The "Red Ticket" at Buffalo—"is it detrimental to country shippers?"

Mr. Ratcliffe explained that the red ticket is used at Buffalo only to mark cars that are loaded so full they cannot be inspected with the 4-foot trier or any trier, indeed. Such cars are so ticketed in order that final inspection may be made at the elevator where the grain is unloaded. In six months' time out of 15,013 cars inspected, 2,797 were red ticketed, but of the grand total of 15,013 cars only on 39 was the inspected grade changed at the elevator.

Mr. Ratcliffe then referred to the action of the Indiana Association in this same matter, and in that connection he read an official letter from Secretary Post of the Buffalo Corn Exchange to Secretary Brafford, showing what that body had done in relation thereto, proceedings which the Indiana dealers considered entirely satisfactory. In substance the rules now forbid red ticket delays beyond 48 hours.

In further explanation of the complaints, it may be said that most of them are a year or more old, originating at a time when grain was greatly delayed by the railroads between the first inspection track and the unloading at the elevator, and over this condition of congestion and inertia no one on the Corn Exchange nor any shipper who went to Buffalo was able to exercise any control. Some complaint might have been obviated by embargoing grain during the congestion, but this the railroads would not do.

DRYING CORN AT BALTIMORE.

Another question was: "Is the extra half cent

charge on corn sent to the drier at Baltimore just to the country shipper?"

Mr. Dennis said that in December, January and February last there were 539,000 bushels of Illinois corn dried at Baltimore, for which the market received \$2,571.57, and the drying and extra storage required had cost the Baltimore market \$2,957; so that the market was actually out of pocket nearly \$400. The drier was overburdened; some of the grain was 40 days out before it got to the drier, and had caused extra storage charges while waiting for drying, but only $\frac{1}{2}$ c a bushel was charged for the entire service. Under the circumstances Baltimore does not think the charge an unfair one.

And no one on the floor objected.

DISCOUNT ON NO. 3 CORN.

The next question was: "Should not No. 3 corn be deliverable on speculative contracts at a 2-cent discount?"

President Wayne in putting the question said the discount is now 5c, and that many dealers think this excessive. Originally the Board of Trade would not consider delivery of No. 3 on contracts at any discount, but the Board now permits it at the discount named.

Mr. Williams, member of the Chicago Board, said that he believed he represented the members of the Board whose business comes directly from the country in saying that 5c is too great a discount. That difference does not exist at the sample tables, and he thought that if the country dealers would continue to urge a reduction in the amount of the penalty, the Board would eventually agree to such reduction, to the great benefit of all concerned.

Mr. Wayne considered the subject a vital one that must be thrashed out to a finish some day. It seemed anomalous to him that No. 3 corn that is good enough for all commercial purposes can't be delivered on speculative contracts.

Mr. Tanner referred to the fact that the speculative grade is no longer the commercial grade. All bids are based on No. 3 and this distinction between No. 2 and No. 3 will always be a source of abuse whenever the situation warrants or encourages it. There is really only one class interested in the No. 2 grade—the speculators. A 2c discount would equal the real difference in values of the two grades and a reduction of the discount would tend to make the commercial grade of corn the deliverable grade also—as it should be.

Mr. Dennis said Baltimore buys the No. 3 corn and, indeed, prefers it to No. 2 (which costs about the same as the 3) except during certain seasons. He proposed that the discount be adjusted to the physical differences in the two grades at the different seasons of the year.

After some announcements for the following session, the meeting adjourned for the day.

WEDNESDAY, SECOND DAY.

The second session opened late. Mr. J. T. Todd, of the C. H. & D. Ry. at Springfield, interested in the Registered Tracer System, had entertained a number of gentlemen and ladies, including the chairman and secretary of the Association, at luncheon, and the excellence of the meal, together with a few clever, short speeches, incidental upon this drawing together of the railway men and the shippers around the "mahogany," somewhat "delayed the game" at the capitol; and it was 2:30 o'clock before the session opened.

The first speaker was Mr. Todd, who dwelt upon the value of a practicable system of tracing shipments, and the attention the carriers themselves had given to it. The time lost, the damage to goods in transit by delay, the loss of revenue and the annoyance to shipper and carrier caused by a lost shipment, can readily be appreciated. There are many ways in which a shipment can be lost—a blunder by a careless billing clerk may send a car to a city in another state from that intended, and so on. In spite of the evils resulting from a lack of a sound system of tracing, no certain and

reliable way had been invented that was really worth attention; and every shipper knows how weak and inefficient existing systems have proved to be. He then proceeded to explain the new Registered Tracer System, which is nothing more nor less than a sort of "round robin" book of blanks for recording the movement by the agents who handle it of a given car or consignment from the time it starts until its final delivery, the tracer going from agent to agent and containing detachable postal cards for reports to the shipper—a very ingenious device which is automatic so long as the agent performs his duty, and the moment one fails to make the proper report the tracer automatically gives information, also, that an agent who is located at once has neglected his duty. Over half the railway mileage of the country has directed its agents to use the tracers as directed by the tracer itself.

J. Wilkes Jones, representing the National Corn Association, which last year gave the Corn Exhibition at Chicago and will give one next December at Omaha, devoted to the cereals and grasses, addressed the Association on the purposes of that organization and why the grain dealers should cooperate in the promotion of the Omaha show, where the cereal and grass products of twenty states will be exhibited in competition for prizes. He urged the dealers to encourage local shows, in their own offices if nowhere else, in order to get their farmers interested. These contests should be supplemented by county and district shows, because success with seed is obtained only by breeding the best locally.

A suitable resolution pledging the Association's support of the exposition was subsequently adopted.

A. W. Lloyd, of the appeals board of the Chicago Inspection Department, was then introduced as the only surviving former (assistant) secretary of the Association. Mr. Lloyd paid a tribute to the work of the men who are gone, and to the "Strong" secretary of to-day, for whom he bespoke the cooperation of the members to make him "Stronger."

Mr. Lloyd then said he came to talk as a reformer—a reformer of the weights at Chicago; for long before H. A. Foss appeared on the scene there, he, Lloyd, had been sent by the Ulrichs of Springfield to investigate the weighing of grain at Chicago elevators, which he found bad in system and in results. His work was tentative in character, and before much that would be permanent could be done, Mr. Foss was appointed chief weighmaster, and all know what he has done.

Mr. Lloyd then turned to the matter of grain inspection and said that while in the past the department was subject to criticism, it is now endeavoring conscientiously to be absolutely fair in its work; and not that only, but efficient. He credited the department with exceptionally good work in handling corn during May—3,256 cars during the last ten days, of which 1,525 graded as No. 2, about 45 per cent, a larger per cent than ever before at this season; and not one complaint was heard during the month from any direction. He urged country shippers to use the post card notifications of grain to arrive supplied by the department and to co-operate with the department.

Mr. Lloyd then took up the new system proposed to be adopted by the department of supervising all inspections in the office of the department before the inspection certificate is issued from samples drawn by the inspectors, and of the department supplying the official samples. By this system re-inspections need not be called for, because all inspections will be re-inspected, or supervised; and this alone will greatly facilitate the movement of the grain.

THE GOVERNOR ON WATERWAYS.

Governor Denison returned to the city only at 3 p. m., but before 4 o'clock he was in the house chamber and talking on waterways, according to his promise. He reviewed his many public utterances in this great topic, showing how by the restoration of the streams to their ancient state

of navigability by improvement of some by dredging and by the canalizing of others, the state would add 2,000 miles to this water front. Coming to the main project, the canalizing of Illinois River, he said this work could be executed by the state from Lockport to Utica at a cost of \$20,000,000, which he hoped might be paid for and a permanent income secured to the state by the sale of the waterpower created. Then the U. S. Government would probably continue the work from Utica to the Mississippi. If it did not do so, the income from the waterpower sales would create a fund that would pay for that part of the work on state account.

He is in some doubt as to the ownership of the waterpower rights, but hopes to have them established as the property of the state by the Supreme Court in the case now pending against the Economy Light and Power Company. The state in that action contends that the ownership of the bed of the stream lies in the state, because of certain ancient surveys and treaties, among others one with Great Britain, in which this Government guarantees the free navigation forever of the river by the people of both nations. If the court decides for the state, the bonds issued will be paid out of the sales of waterpower and channel; but if not, then the state will condemn the riparian rights and by paying the value put on them take them over. The immediate thing, however, is to get the approval of the people to an amendment to the constitution, enabling the legislature to provide for the issue of bonds to pay for the work. It is unfortunate that the people do not at this moment know the relation of the state or to the riparian rights; because the uncertainty befores the project. But a committee composed of senators, representatives and appointees of the Governor will be at work soon formulating a plan for going ahead without waiting for a decision, or in the event of an adverse decision; and this committee will report on or about August 1.

The Governor has a grand picture of the future of the Illinois Valley in his mind's eye—the ores of the Northwest meeting the coal of Illinois for conversion into manufactured products in a great continuous city on the Illinois 365 miles long, extending from Lake Michigan to St. Louis.

POWER OF THE RAILROAD COMMISSION.

The question was propounded, "Will the proposed rule at Chicago in regard to sampling cars of grain by the inspector benefit the shipper?"

Mr. Shellabarger, when called on, said he thought it would; but the receivers should bear their share of the expense of sampling, as they now do.

Mr. Timberlake said some members of the board fear that were the sampling done by the inspectors it would not be done as systematically or as carefully as it is now done by the receivers' agents, and a correct sample of a car is very important. The sampling by the inspectors would, however, facilitate business and obviate the throwing back of cars as now happens when there is a marked difference in the samples taken.

W. H. Boys, chairman of the Railroad and Warehouse Commission, said this matter had been taken up by the Commission and at a hearing some favored and some objected to it. He himself thought the system would prevent many errors, some of which are now corrected by re-inspection and some that are never corrected. Certainly if the department takes up the work of sampling and revising the track inspection from the samples in the office, the receivers' agents will find their occupation gone and, of course, they oppose the plan; but he had thought that if the system could be established it would be a great benefit to the trade. The expense of inspection and sampling should be divided as at present, the receivers paying for the sampling, which, at 15 cents, would be less than is now paid. He had himself suggested trying it first on one road; but the Commission as a whole is opposed to this plan.

Having been asked as to the powers of the Rail-

road Commission over the relations of shippers and railways, he said they were really very meager. The Commission has no power to direct the distribution of cars, or to order the construction of switches to elevators, or do many other things it is asked to do. The Commission did indeed formulate certain rules as to distribution of cars, which was submitted to shippers and railroads tentatively, but they were never heard of afterwards. Some rules or suggestions as to service are made by the Commission from time to time and are adopted by the railroads voluntarily, but the commission has no power to enforce rules or regulations beyond the fact that the Commission has power over rates and over the physical condition of the roads, which they may require to be made safe, etc. For other things in relation to service, the public must go to the courts.

In the matter of inspection and sampling, the Commission would like to have the shippers' views. If it cannot have their support, there is not much use trying to go on with the new plan.

After some further discussion Mr. Shellabarger offered the following resolution, which was adopted:

Resolved, That the proposed changes in the sampling of grain at Chicago, whereby the inspection department shall assume charge of the sampling of all grain, be approved; and that the expense so incurred be borne by the receivers as at present.

NATIONAL INSPECTION.

Mr. Tyng then offered the following resolution, which was adopted:

Resolved, That the members of the Illinois Grain Dealers' Association feel that either Federal inspection or Federal supervision of the inspection of grain would be a calamity to the grain trade of the state, and should earnestly oppose any legislation to that end. We, however, believe that there should be uniform inspection in all markets, and request the various inspection departments to confer with the object of accomplishing this result.

A MATTER OF COURTESY.

As to the question, "Should not changes in terminal markets affecting shippers' interests, either as to grading or fees, be submitted to the directors of shippers' associations before adoption?" Mr. Shellabarger thought it would be courteous at least if the exchanges would do this.

Mr. Hilmer moved a resolution expressing it as the sense of the Association that all such changes should be submitted before adoption, and directing the secretary to notify all exchanges to this effect.

Mr. Culver thought the resolution too broad for the Association, and that it ought to go to the National Association.

Mr. Graham thought it perhaps out of order. He felt that the relations of shippers and commission men were so intimate and that the latter depended so much on the former that unfair rules or fees would not be made by any exchange.

Secretary Brafford of Indiana did not agree with this doctrine as a whole. He knew that Indiana had its wheat crop on the road to Chicago before the interest charge rule became known to shippers, but for which fact it might have gone to Toledo, and saved the interest on many days' delay at Chicago. These little things—sudden changes of rules, etc.—annoy shippers; and while they probably do not expect to dictate to the exchanges as to any rules, they do think they ought to be consulted before their promulgation.

Mr. Hilmer's resolution was adopted.

SECRETARY'S REPORT.

The annual report of the secretary was then read and, after reading, adopted, as follows:

The fiscal year of the Illinois Grain Dealers' Association ends with the month of May. I beg to submit the following report of the business for the year:

The Association, in completing its fifteenth year, is to be congratulated, in the fact of increased membership, greater harmony among its members, and a satisfactory balance in the hands of its treasurer.

During the year thirty-seven new members have been received; three have died; seventeen have

sold out, and eight withdrew, leaving at the present 522 members on the roll, representing 1,005 elevators.

During the year the secretary made 629 personal calls on members. There are 22 Local Divisions in the state, for the better handling of local interests of the members. Local meetings are held whenever the interests of the shippers warrant or call for them. These Local Division meetings tend greatly to harmonize existing differences and jealousies among competitors, and are the fundamental groundwork of the Association; and the members are advised that those dealers have been the most benefited during the year where there has been the greatest interest taken in attending the local meetings. I was present at 34 of these local meetings during the year, which were attended by 577 dealers.

The secretary, by the instruction of the Board, visited the following terminal markets: Indianapolis, Cincinnati, Buffalo, New York, Philadelphia, Baltimore, St. Louis and Memphis, upon various missions relating to the Association. Miles traveled during the year, 19,037.

Complaints of shippers against several terminal markets, made to the secretary, were referred to the Board of Directors, and at their suggestion all such matters are brought before the Fifteenth Annual Convention for the general consideration of the entire membership, believing that in open meeting is the better place to settle such differences. Notice was sent to the secretaries of all the Boards of Trade and Exchanges in the country, to the end that those markets which were to be under discussion should be well advised of the proposed action, and be present and permitted to talk upon all questions brought before the Convention.

It has been the aim of the Board of Directors, through the secretary, to do the work for the shippers as they should designate their wishes, in convention, and not to attempt to lead the Association, believing that the membership were fully advised of all matters which affect their interests, and competent to direct such action as they desired to have taken.

Arbitration grows more popular with the grain dealers each year. On last May, at the end of the year, the last numbered case was 1,942, and this year the last numbered case is 2,428, showing that 486 cases have been filed in the secretary's office, all of which have been disposed of except 22.

No firm refused to abide by the award of the Board of Arbitration, and there were no appeals to the National Board of Arbitration.

Financial report:

Balance on hand June 1st, 1907	\$1,211.46
Receipts for the Year.	
Membership dues	\$4,479.50
New members' fees	169.00
Rebates on mileage	43.00
Arbitration fees	182.00
Received from Advertising Directory	1,042.00
	\$5,915.50
Total	\$7,126.96
Expenditures for the Year.	
Mileage	\$143.75
Postage	238.61
Stenographer	378.51
Telephone, telegraph and express	93.69
Supplies for the office	217.54
Traveling expenses of secretary	773.08
Dues Grain Dealers' National	393.00
Expense arbitration	118.92
Printing account	118.55
Traveling expense of officers	330.67
Local secretary's expense	42.00
Salary of secretary	2,000.00
Rent of office	100.00
Paid printing directory	621.02
Refunded arbitration fees	112.00
Refunded account of error	10.00
	\$5,691.34
Balance May 31st, 1908	\$1,435.62

Treasurer H. I. Baldwin's report showed total receipts of \$7,226.96 and expenses of \$5,791.34, leaving \$1,435.62 cash on hand.

RESOLUTIONS.

The following resolutions were then read and adopted:

IN MEMORIAM.

Whereas, The Association has lost by death during the past year

Frank Hall of Peoria,
A. P. Hill of Blue Mound,
J. W. Moyer of Florence Station,

Henry C. Mowry of Forsythe, who was at one time secretary and president of this Association.

Resolved, That by the deaths of these our brethren and members this Association has suffered an irreparable loss. We deplore our loss.

we sympathize with the bereaved families, and extend them our heartfelt sympathy.

COUNTY FARMS.

Resolved, That it is the sense of the Illinois Grain Dealers' Association that the University of Illinois be petitioned to establish an experimental farm in each county of the state, to the end that improved methods of farming under the direction of the university may be exhibited to the farming community by demonstration, and thus the entire commonwealth be benefited.

INTEREST ON F. O. B. DRAFTS.

Resolved, That it is the sense of the Illinois Grain Dealers' Association that the practice of charging interest on drafts drawn against grain sold f. o. b. shippers' track is unjust and unfair, and that the practice should be stopped.

TRACER SYSTEM.

Resolved, That it is the sense of this Association that inasmuch as the registered tracer presents a systematic method of tracing freight, insuring to the user results vastly superior to that which has been obtainable by other means, that such system of tracing be recommended for general use by shippers of grain; and,

Resolved, That the thanks of the Association be extended to the officials of the transportation companies who have by their official acts authorized and instructed their agents to give prompt handling to all registered tracers presented by shippers or connecting roads.

CORN EXPOSITION.

Whereas, The Illinois State Corn Exposition is affiliated with the National Corn Exposition, which will be held next December at Omaha, Neb., and

Whereas, Illinois is the leading corn state in the Union and always in the vanguard on educational work; therefore, be it

Resolved, That the Illinois Grain Dealers' Association in convention assembled do hereby endorse the National Corn Exposition and pledge our individual and united support to the great educational enterprise which stands for the "Betterment of Agriculture" in its broadest sense; and be it further

Resolved, That as many of our members as possible should attend the National Corn Exposition at Omaha on Grain Exchange Day, December 16, 1908.

INSPECTION AT BALTIMORE.

Whereas, It is the practice at Baltimore that grain is not inspected on arrival in the city, but when the cars are placed on the inspection tracks at the elevator, causing unusual delay; therefore,

Resolved, That this condition is detrimental to the grain shippers, and we ask the officers of this Association to take steps to remedy the same.

THANKS.

Resolved, That the thanks of this Association are hereby tendered the officers thereof, for their able, efficient and unremitting service to the grain trade of the state.

Resolved, That a vote of thanks be tendered the citizens of Springfield and the Chamber of Commerce for their cordial welcome and generous entertainment provided for the members during our meeting in their city.

The auditing committee's report was then read by Mr. Metcalf. It especially commended the clearness and method of the accounts and the admirable monthly statements made by the secretary to the directors.

This is the first time in the history of the Association that the accounts have been carefully and systematically audited before the annual meeting.

ELECTION OF OFFICERS.

C. C. Miles, for the nominating committee, reported that "in view of the splendid harmony now prevailing, and taking into consideration that the high place in the business world occupied by this Association has been attained by the untiring efforts of the present officers and directors, it believes that for the best interests of the grain trade there should be no radical change in its management. We, therefore, as a fitting tribute of appreciation and endorsement, present to succeed themselves the names of the men who have done the work so well, to wit:

President—E. M. Wayne, Delavan.

Vice-president—W. L. Shellabarger, Decatur.

Treasurer—H. I. Baldwin, Decatur.

Directors—E. R. Boyer, Tampico; J. L. Brainerd, Springfield; J. E. Collins, Garrett.

The report was unanimously adopted.

Mr. Wayne said he felt keenly the high compliment paid him by a third consecutive election to the office of president.

There being no other business, the convention adjourned sine die.

SOME PERSONAL ITEMS.

A. W. Lloyd represented the Chicago Inspection Department as a member of the Board of Appeals.

E. A. Schuyler and J. A. Schmitz represented the Chicago Weighing Department.

Among the Indiana delegation was J. M. Bafford, secretary of the Indiana Association.

Thos. Bennett & Co. furnished continuous market quotations in Room 1, parlor floor.

J. W. Wilkes Jones represented the National Corn Exposition to be held at Omaha in December.

The following grain inspectors were present: E. H. Culver, Toledo; Alfred Anderson, Buffalo; H. B. Tompkins, Peoria.

Ph. H. Schiffelin & Co., Chicago, had headquarters open in Parlor C. Oscar C. White received and entertained the callers.

C. A. McCotter, secretary of the Grain Dealers' Mutual Fire Insurance Co., Indianapolis, distributed six points why a dealer should insure in that company.

Leonard M. Jeffers, from the United States Department of Agriculture, was present and gave demonstrations of moisture testing machines. He found corn very dry, in no case exceeding 14 per cent of moisture.

Woods & Metcalf, Ferguson Building, Springfield, on June 10 received the following by private wire of Finley Barrell & Co. direct from Africa: "Timbucktoo—Every dam peck of wheat eaten up by mosquitos. People living on peanuts.—Tape." Great sensation in the lobby of the St. Nick over the news!

The following representatives of machine houses were present: S. J. McTiernan, with Huntley Mfg. Co., St. Louis; E. D. Bargery, with the Avery Scale Co., North Milwaukee, Wis., who had on exhibition a scale in operation; Willard B. Smith, with the Richardson Scale Co., Chicago, who had on exhibition a miniature scale with belt carrier attached; F. J. Temple, Decatur, Ill., with the Union Iron Works Co.; A. N. Dawson, Decatur, with Fairbanks, Morse & Co.

On Wednesday morning the Chamber of Commerce of the city of Springfield entertained the visiting dealers and their ladies by a street car ride around the city, showing all the famous historic and beauty spots of the city. Cars were provided for the entire party, under the supervision of the committee, at 10 a. m. The morning was cold and damp with a sort of drizzling rain falling which to some extent marred the otherwise perfect charm of the ride. In the evening the dealers were the guests of the Chamber of Commerce at the White City, an amusement park, where a theatrical entertainment was given and refreshments served in a portion of the park set aside for the visitors.

THOSE WHO WERE PRESENT.

The following representatives of receiving houses were present: Harry G. Smith, Chicago; H. D. Russell, Chicago; H. H. Savage, St. Louis; W. L. Graham, St. Louis; Wm. Thayer, Chicago; H. R. Emerson, Chicago; E. D. Evans, Indianapolis; Arthur Briscome, St. Louis; Jas. E. Bennett, Chicago; W. H. Morrison, Peoria; H. S. Williams, Chicago; Jas. O'Connor, St. Louis; J. O. Collins, Philadelphia; T. M. Van Ness, Chicago; L. B. Wilson, Chicago; T. M. Logan, Nashville, Tenn.; J. M. Fuller, St. Louis; John Dower, St. Louis; Joseph Johnson, St. Louis; M. Purcell, Buffalo, N. Y.; S. M. Ratcliffe, Buffalo; M. S. Carsen, Detroit; E. A. McKenzie, St. Louis; James Parrott, St. Louis; J. C. Adderly, St. Louis; C. A. Dyer, Champaign, Ill.; C. L. Wright, St. Louis; M. L. Vehon, Chicago; W. O. Ireland, Peoria; C. C. Miles, Peoria; A. G. Tyng, Peoria; Fred B. Stevens, Chicago; John M. Dennis, Baltimore; G. P. White, Indianapolis; Oscar C. White, Chicago; H. W. Hodopp, St. Louis; J. A. Chrisman, St. Louis; R. C. Jordan, New Or-

leans; F. S. Smith, Chicago; W. M. Timberlake, Chicago; P. K. Gale, Cincinnati; Wm. R. McQuillan, Cincinnati; E. H. Ash, Toledo; F. E. Watkins, Cleveland; Louis Mueller, Peoria; J. W. Young, Toledo; Charles Knox, Toledo; H. W. Mohlers, Chicago; W. J. Mercer, Indianapolis; D. Yulee Huyett, Indianapolis; W. K. Mitchell, Chicago; Cyrus S. Weiss, Wilkesbarre, Pa.; C. H. Cole, Chicago; A. G. Gale, Cincinnati; H. W. Rumsey, Chicago; H. H. Newell, Chicago; D. J. Burns, Chicago; Frank J. Coe, Chicago; E. W. Garner, Louisiana, Mo.; W. L. Haskell, Toledo; W. M. Hirsch, Chicago; S. H. Hunting, Chicago; Fred B. Lewis, Chicago; R. G. Freymark, Chicago; E. M. Combs, Chicago; W. B. Foresman, Lafayette, Ind.; J. H. Ashburn, Chicago; E. T. Thompson, Chicago; J. A. Waring, Chicago; Ed. Plagge, Chicago; S. C. Bartlett, Peoria; Frank Dauber, Peoria; A. E. Woods, Chicago; Gordon Hannah, Chicago; J. W. Radford, Chicago; F. E. Lang, Chicago; E. J. Feehery, Chicago; D. W. Burry, Chicago; W. M. Christie, Chicago; H. L. Miller, Chicago; C. R. Templeton, Chicago; C. E. Cline, Decatur; C. F. Price, Peoria; J. J. Wade, Memphis, Tenn.; Daniel P. Byrne, St. Louis.

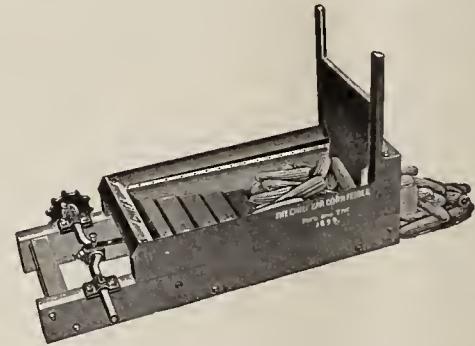
The following dealers were registered on the secretary's books: J. M. Kearby, Stanford; Mathias Tex, Velma; Geo. E. Ford, Illiopolis; N. A. Mansfield, Niantic; W. L. Shellabarger, Decatur; E. C. Buege, Tampico; O. L. Gray, Watseka; F. W. Obermiller, Mt. Pulaski; Jas. M. Maguire, Campus; C. E. Hitch, West Ridge; H. H. Savage, St. Louis, Mo.; H. E. Selby, Holden; E. J. Bennett, Bowen; W. Boulware, Foosland; Geo. A. De Long, Foosland; Jas. F. Umpleby, Pana; J. A. King, Atlanta; J. M. Jones, Dewey; F. L. Warner, Cheona; Thos. Ogden, Dewey; Chas. E. Savage, Virginia; B. F. Isrigg, Minier; Wm. Kleiss, Pesonum; Thos. F. Grady, Staley; G. J. Siebens, Decatur; F. J. Rapp, San Jose; A. Sinclair, Ashland; John F. Twist, Rochester; H. Moxley, Rosamond; G. H. Hubbard, Mt. Pulaski; Jas. L. Bush, Tuscola; John W. Duncan, Palmyra; Geo. C. Dunaway, Utica; A. V. S. Lloyd, Bloomington; W. W. Hill, Springfield; John H. Lloyd, Springfield; A. E. Rust, Cairo; Harry L. Kager, Canargo; Walter Adkins, Prentice; Wm. Lynn, Pleasant Plains; Miles A. Leach, Cornland; John Schultz, Beardstown; Eugene E. Funk, Bloomington; M. R. Corbett, Pana; John Caldwell, Beardstown; A. C. Cox, Sherman; John Lauson, Redmon; J. W. Miller, Jacksonville; Tom Abrams, Tuscola; C. W. Savage, Virginia; Chas. V. Barr, Plainfield; John S. Egarts, Plainfield; H. S. Truby, Joliet; C. N. Jocisch, Boddy; T. E. Doyle, Morrisonville; T. D. Hanson, Villa Grove; C. H. Wade, Paris; John R. Clisby, Arcolo; M. J. Murphy, Loami; Martin E. Connard, Elwin; E. Coekree, Jerseyville; F. W. Harrison, De Witt; F. W. Belle, Lake Fork; C. R. Aden, Carlinville; Geo. Brownfield, Urbana; W. C. McGuire, Champaign; M. C. Camp, Bement; R. E. Burge, Allentown; F. S. Shultz, Shipman; A. R. McKinney, Alton; J. P. Bobb, Mattoon; O. H. Cannon, Decatur; J. P. Farris, Decatur; Harry Hudson, Decatur; F. C. Harney, Decatur; E. W. Crow, Blue Mound; E. S. Summers, Kappa; P. B. Webster, Lodge; H. I. Masters, Carlinville; Lee G. Metcalf, Illiopolis; Geo. W. Banks; J. M. Kautz, Mt. Pulaski; W. R. Vredenburgh, Springfield; Dan L. Moberly, Windsor; A. C. Dundy, Ohlman; R. S. Nelson, Jacksonville; A. M. Blythe, Gays; John Adkins, Prentice; Mr. Stanberry, Decatur; C. P. Cummings, Beavertown; J. P. Woolford, Galton; W. C. Hofstetter, Virginia; C. C. Davis, Galesburg; C. A. Brnks, Decatur; Paul Van Lunen, Decatur; A. L. Williams, Wm. Ritchie, Warrensburg; C. J. Porter, De Land; J. C. Cooley, Bradford; Frank E. Beggs, Ashland; C. R. Mitchell, Ashmore; Edwin Beggs, Ashland; R. C. Baldwin, Bloomington; W. J. Culbertson, Delavan; S. S. Tanner, Minier; H. B. Lacharite, Assumption; W. D. Holly, Peru; H. M. Bragg, Decatur; M. C. Hobart, Momence; H. L. Anderson, Summer Hill; M. L. Merritt, Dwight; V. C. Elmore, Ashland; L. J. Jeter, Yorkville; E. J. Seovill, Saunemin; H. J. Hasenwinkle, Memphis, Tenn.; E. E. Schultz,

Beardstown; N. Bouslett, St. Anne; W. L. Shelden, Jackson, Mich.; E. M. Morgan, Delavan; H. I. Baldwin, Decatur; S. W. Strong, Pontiac; Geo. D. Montelius, Piper City; H. A. Hilmer, Freeport; J. E. Collins, Garrett; B. L. Green, Riggston; Geo. B. Marble; P. B. Hill, Freeport; E. K. McCarthy, Peoria; H. A. Binns, Middletown; Geo. Roberts, Owaneco; Leonard Fanning, Jacksonville; Hazel Vertree, White Hall; J. E. Wyatt, White Hall; A. G. Van Petten, Sterling; W. E. Scheurr, Carrollton; C. C. Corey, Litchfield; T. J. Henneberry, Elkhart; C. H. Nobbe, Farmersville; W. E. Waite, Springfield; J. P. Sledge, Champaign.

THE CHIEF EAR CORN FEEDER.

Any device that is intended to handle ear corn should be strong and durable, and in this respect the Chief Ear Corn Feeder, which is illustrated herewith, meets all requirements. The frame is made of oak and is securely bolted together, while all the working parts are made to stand hard service. While the machine is intended to feed ear corn to a sheller, elevator or drag belt, it will also feed small grain, the joints being overlapped with metal strips to prevent leakage between the vibrating pan and the frame sides.

The vibrating pan is of cast iron, the bottom being in the form of steps, which are 4 inches wide, rises $\frac{1}{2}$ inch high, set at a slight incline,



THE CHIEF EAR CORN FEEDER.

and connected to the frame by wrought iron hangers pivoted to its outer side. It is so arranged that the pan rises as it is pushed forward, and drops on its return, thereby giving it a positive force feed and keeping up a constant agitation, preventing the grain from choking or arching over. The pan is driven by means of a pitman bolted on its under side, near its front end, and connected to a crank shaft at the rear end of the frame, on which is an 8-inch driving sprocket which can be placed on either side of the machine.

The feeder is 5 feet long, 22 inches wide and 13 inches high, and is run at a speed of 150 revolutions per minute. One of its merits is that it can be operated in a small space. Full particulars and prices may be obtained by addressing the manufacturers, the National Folding Machine Co., Sidney, Ohio, or their agents, H. W. Caldwell & Son Co., Chicago, Ill., and the P. H. Pelkey Construction Co., Wichita, Kan.

ELEVATORS ON THE COAST.

Apparently the Hill lines in the Pacific Northwest are going to try the experiment of handling grain in elevators. A. D. Thompson of A. D. Thompson & Co. of Duluth, who appears to be the proposed beneficiary company if this scheme materializes, has been on the Coast investigating, as the emissary of Mr. Jas. J. Hill; and on his authority the Portland Oregonian says:

"It is probable that big wheat elevators, with a capacity of 1,000,000 bushels, will be built on the Weidler tract, located on the North Portland river front and owned by the Hill interests. Mr. Thompson will unquestionably report to Mr. Hill in favor of building elevators here instead of wheat docks and providing facilities for handling grain in bulk cargoes instead of in sacks."

It is certain that on the new Seattle extension of the C. M. & St. P. line elevators will be built instead of wheat sheds, an order having already been made to that effect.

TEXAS GRAIN DEALERS.

The tenth annual meeting of the Texas Grain Dealers' Association was held in the City Hall, Fort Worth, Texas, on May 21 and 22, with over 100 members and visitors present at the opening session, which was called to order by President Belew at 10:45 a.m., May 21. Dr. Edw. M. Waite, pastor of the Tabernacle Christian Church of Fort Worth, invoked divine blessing upon the meeting.

Hon. W. D. Harris, mayor of Fort Worth, was then introduced by President Belew. He delivered a very cordial welcome on behalf of the citizens of Fort Worth, and gave especial greetings and welcome to the Oklahoma attendants upon the convention, delivering to them a large tin key which represented the key to the city, and in a very happy manner recited the following original poem as a solace to the Oklahoma contingent:

In the land beneath the Oklahoma sky
There lives a people most woefully dry,
And from that land grain men did fly
And straight to Texas with speed did hie.
The fairest of cities at once caught their eye,
And her gracious hospitality in earnest to try
They come to Fort Worth and openly cry:
"If we manage the corn and manage the rye,
And can't here get their juices, pray tell us why?"
So, like George Washington, we cannot lie;
Though from his breast it brings a sigh,
A lover of the ale of Father Adam did cry:
"Here is a key that will unlock what you try.
Go forth, but each with other in good deeds yie."

Captain B. B. Paddock, secretary of the Fort Worth Board of Trade, was introduced in behalf of the Fort Worth Board of Trade and the business interests of the city, and delivered one of his cordial welcomes to the attendants upon the convention. The response to the welcoming addresses was made by Vice-president J. A. Hughes of Howe.

On the motion of G. C. Mountcastle, of Fort Worth, the reading of the minutes of the last annual meeting was dispensed with.

The annual address of President Belew was next delivered. He outlined the accomplishments of the Association and reviewed its work in general. Among other things he said:

No line of business could have suffered more than the grain business from the great money panic which we are now just in the shadow of. Everyone has had his individual experience, and it has been full of worry and varying to some extent. This and all the difficulties through which we have passed and are passing proves to a conclusion that there is nothing so helpful during trying times as perfect organization of mutual interests.

Without further prelude, President Belew began a discussion of the work of the Association during the past year. He reminded the members that at the last annual meeting an appropriation was made to aid in the experimental work on the "green bug" problem, and reported that the executive committee appointed a sub-committee to take the matter in hand. Under the eye of the executive committee the sub-committee expended the funds to the best advantage and is making great efforts to secure substantial appropriations for the work from the national as well as state Governments. President Belew recommended that the Association do not lose sight of the work, which he characterized as a very important line of work.

In speaking of the proposed adoption of the uniform bill of lading, the president told the convention what had been done toward the defeat of the bill. The executive committee sent Secretary Dorsey to Washington and the secretary appeared before the Interstate Commerce Commission and did most effectual work in preventing the passage of the bill and securing the deferring of the problem. President Belew read a letter to Secretary Dorsey from the Hon. Thomas Marshall of Chicago, in which the writer expressed his thanks and appreciation for the work of Mr. Dorsey in Washington, saying that the paper which the Texas secretary read before the Commission, together with his able and remarkable address, had

more than anything else to do with the deferring of the subject. He extended to Secretary Dorsey the thanks of all who were interested in the defeat of the bill.

President Belew then spoke of the anti-trust suit against the Texas Millers, declaring that the report that the Association was organized by the Texas millers was untrue and that the Grain Dealers' Association had nothing to do with the Texas Millers' Association. He regretted speaking of the subject, but was forced to do so on account of the false reports unsettling the confidence of some of the members of the Association. The Texas Grain Dealers' Association, he said, has a higher purpose than to buy cheaper and sell higher, and seeks a more exalted plane. The Association has always aimed to keep strictly within the laws.

Reciprocal demurrage was the next subject taken up by the president. The question, he said, has been a thorn in the side of all shippers of grain, has given more trouble, and is one for which there seemed to be little remedy. He spoke with praise of the work of the Association in this matter. Last fall a committee from the general managers of Railroad Association met with committees from all the shipping interests. A sub-committee of representatives from the Grain Dealers' Association presented a schedule of demurrage which, although not adopted, had much to do with obtaining the present rules adopted by agreement. He considered the work of that committee a great victory. In connection with the same subject President Belew recommended a plan to be presented by Secretary Dorsey concerning delayed claims against railroads. He prophesied that if the plan terminated in as good results as are being shown at present, it would result in a much better understanding with railway companies.

Closing his annual address, President Belew referred to the new lines of work and the changes made at the last annual meeting. He spoke with approval of the newly formed Tri-State Arbitration Board, composed of members from the Texas, Oklahoma and Kansas associations. He recommended the Trade Rules adopted by the executive committee and urged each member to keep a copy of the Rules before him. The address concluded as follows:

While it is an undisputable fact that the failure of the small grain crops in Texas has worked a hardship on all the dealers, more or less great, and that all have been living more upon hopes of a better future than upon their present volume of business, yet we see a growing interest in the Association, and a greater confidence in its great necessity, and its ability to accomplish good where nothing else will avail.

SECRETARY'S REPORT.

The secretary-treasurer then read his annual report, which follows:

In submitting my annual report for the tenth annual meeting of the Texas Grain Dealers' Association, I present the following:

At the last annual meeting we had...134 members. Admitted during the year..... 10 members.

Making a total of..... 144 members
Resigned 16
Deceased 1
Suspended 3
Expelled 1 21

Leaving a membership of..... 123

I consider this a remarkably good showing, when you consider the adversities overshadowing the grain business in Texas for the past year, and further considering that the amendment to our constitution adopted at the last annual meeting tended to restrict the eligibility for membership by providing that in order to be eligible the applicant must have ample facilities for handling business and sufficient means to make good his contracts; which seems perfectly consistent with good business policy for the Association, since our Rules provide that our members must comply with all business obligations into which they may enter. However, I find it has quite a tendency to reduce our membership, as I have frequent requests from parties for the necessary papers to make application, but when I send them the Constitution and By-laws and other papers, and they see what the requirements are to eligibility and note the \$25

membership fee, very few of them are afterwards heard from.

The financial report is as follows:

Total receipts	\$5,293.41
Total disbursements	4,515.59

Balance cash on hand..... \$ 777.82

The amount paid out on deposit fees and awards, which were on deposit and included and referred to in the last annual report, amounted to \$435.82, which accounts for the excess in amount paid out on this account over the receipts for the same account.

It is useless for me to take up your time with an extensive report for the last year, as I have kept you advised by circular. However, you will pardon me for the statement that this has been the most strenuous year of our Association's existence. It seems that the work has been heavier in every way; numerous hearings before the Railroad Commission, and one important hearing before the Interstate Commerce Commission, in which we participated, and the financial panic and hard times generally, added greatly to the work of your secretary. While the president has called your attention to the work and accomplishments of our Association, you will pardon me for referring to some of the more important things accomplished during the past year.

I refer to the conferences between representatives of our Association and other shippers and the general managers of the railroad companies on the question of reciprocal demurrage; and while we did not secure all we desired, yet we secured more than has ever been granted to any other shipping interest in any other state. No doubt a great deal of the poor service on the part of the railroads in the past was caused by subordinates in the service, and as the general managers signed all warrants, when they are called to sign a warrant for reciprocal demurrage, they will at once, in our judgment, institute an investigation as to who was at fault, causing the payment of this money, though the amount may be very small, and this will naturally result in better service all along the line.

I have fully advised you as to our work on the lines of more prompt payment of railroad claims, and I feel sure that every member of the Association, as well as other shippers, have materially felt the improvement, and I feel sure that it is the opening wedge to more prompt adjustment of railroad claims.

While many of you may not realize just what it would have meant to the shipping interests to have had adopted and prescribed the uniform bill of lading, as promulgated by the Interstate Commerce Commission, after carefully studying and considering that document, I am sure that all of you would agree that it would have been one of the most disastrous things that could have happened to the shipping interests of the country, and I feel that through your executive committee a representation before the Interstate Commerce Commission on this question our Association was more instrumental in defeating the proposition to adopt and prescribe this uniform bill of lading by the Interstate Commerce Commission than all other forces, as in presenting the case prior to your secretary's presenting our side, all interests appearing before the Commission seem to have presumed that the uniform bill of lading would be adopted and prescribed, and directed their energies towards securing changes to same. While your secretary, in presenting the case, took the grounds that the interstate commerce law did not give the power to the Commission to adopt a uniform bill of lading such as proposed, and, if it did, it would be unconstitutional, and since the Commission has declined to adopt the uniform bill of lading, it seems to have accepted that proposition, or rather to have adhered to the objections raised by our Association and others following, and we have no uniform bill of lading.

Recently, before the Texas Railroad Commission, we have advocated, with others, amendments to the milling-in-transit and storing-in-transit rules, and same have been adopted, and while this is one proposition our Association were not a unit on, yet a very large per cent of the members favored the changes, and we hope they may prove beneficial.

T. G. Moore then read the report of the arbitration committee for the last fiscal year, and, on motion, the committee was thanked and the secretary was instructed to furnish the members with copies of the same. Following is the report:

Another year has gone by, and we are once more in annual session to extend the right hand of fellowship and to celebrate whatever of success and bury whatever of bitterness and regret the old year has brought to us, and to counsel together to the end that we may better prepare ourselves

to meet and overcome the problems we will have to face in the future.

Not the least complex of these problems is the question of equity between man and man, which arises in nearly every contract to buy or sell, and its satisfactory solution calls for the best faculties with which our minds are endowed.

Your committee on arbitration has had a strenuous year. Probably not for a number of years to come will the work of this department of the Association be as heavy as it has been during the year we are now bringing to a close. This has not been the result of a preconceived idea of our members to wilfully avoid their obligations, but is more directly traceable to the confusion and embarrassment following in the wake of the serious financial upheaval through which we have just passed.

The committee has during the past year decided 39 cases, involving no less an amount than \$6,898.75, the hearing of which has consumed eight days and necessitated the committee being called together six times. Twelve cases, involving \$941.41, have been compromised after having been filed, and in only eleven instances have parties refused to submit their differences to this committee for settlement. There now remain on our docket but five cases, three of which have not been docketed a sufficient length of time to make service complete.

Quite a number of cases that were heard by the committee could have been settled by the parties at interest without resort to the avenue of arbitration, and to this extent the committee has been burdened. The work is both onerous and irksome at best, and to avoid overburdening your arbitration committees in the future, we would suggest that you talk your differences over thoroughly, evincing a spirit of compromise; and then, if you cannot come to a settlement, call on your secretary for advice. He has had many years of experience and can nearly always quote you a decision in a case similar, if not parallel, to yours, and make the necessary suggestions that will enable you to agree. After you have exhausted these means, it is then time enough to come to the committee with your troubles.

We would also call your attention to the Trade Rules adopted by your executive committee since our last meeting. The rules are thorough and comprehensive in their scope, and if you will take the time and trouble to study them as you should, you will not have as many disagreements next year as you have had this.

We will conclude our report by submitting for your consideration a few "Don'ts":

Don't trade with an irresponsible dealer; by doing so, you have everything to lose and nothing to gain; in other words, with him it's "heads I win and tails you lose," and you always do.

Don't let your anxiety to do business influence you to make promises you can't keep; better do less business and have it more satisfactory.

Don't trade over the telephone and then incorporate conditions in your confirmation that were not mentioned during the conversation.

Don't buy grain on official inspection at point of shipment and then wire shipper to allow inspection at destination.

Don't add exchange to your invoices. We don't know of a grain dealer who is now buying exchange.

Don't try to date your bill of lading back, in order to make your shipments apply on a contract that has already expired. Better come right out and explain the delay frankly and truthfully and ask your customer to accept the shipment, if he can do so without sustaining too heavy a loss. He will appreciate your honor and candor, and help you out nine times out of ten.

Don't continue to hold to the idea that an f. o. b. sale obligates the buyer to settle on your weights. The question of whose weights and grades shall govern is one that should be settled definitely when the trade is made.

Don't try to avoid your obligations. Meet every one of them squarely and you will command the respect and confidence of your fellow dealers, which after all is the greatest harvest we can reap in this life.

A discussion of railroad legislation followed, participated in by Railroad Commissioner O. B. Colquitt and Judge M. A. Spoonts, general attorney of the Fort Worth and Denver City Railway. Under the law railroads are not responsible for loss or damage on account of quoting incorrect rates. A paper prepared by J. A. Hughes was read by the secretary, asking if it was possible or practical for the laws to be framed so as to prevent the shipper from bearing all of the burdens growing out of the rate problems, as to construction and application of tariffs, without opening the way to discrimination. Commissioner Colquitt used the paper as a basis for his remarks.

He declared that the complaint of incorrect rate quotations and unreasonable tariffs is generally applied to interstate matters and not to Texas shipments, the tariffs and rates for which the railroad commission fixes. "It is my personal opinion," he said, "that some of the rates fixed by the commission are very low and some are very high."

As to the losses sustained by shippers in cases of misquoted rates, Mr. Colquitt did not think that the agents should bear it. He thought also that tariffs should be made so clear that any shipper could interpret them without the expense of the employment of an expert rate man. As to the railroad bearing the burden of rate quotation errors, the commissioner said that "under the law the unauthorized act of any agent is never binding upon the principal, no matter in what business the principal is engaged. The only safe course," he said, "is that the railroad company, the agent and the shipper abide by the rates legally established and published. If the railroad company overcharges you in Texas, it only requires a complaint to the railroad commission to secure a speedy adjustment and refund of the overcharge."

Commissioner Colquitt said that he could not offer a remedy for the problem, but offered this thought:

The Texas railroads employ what they call a compiler of the Texas tariffs or rates for use of all of the railway companies. It might be so arranged that these tariffs as compiled by him could be furnished at a reasonable expense to all shippers who might apply to the railroad companies, through said compiler, for them; or shippers who might become subscribers to rates compiled by an agent representing the larger shippers could, weekly or monthly, secure a revision of tariffs affecting their business and showing rates practically up to date for shipments of such commodities. Of course, this would be some expense to shippers, but by co-operation they could reduce such expense to a very small cost. I have seen such compilation of rates in one or two other states, and a glance at the table would show accurately the rate on any given commodity from any commercial center to any other point in the state.

If the legislature of this state would appropriate sufficient funds the Railroad Commission of Texas could employ a special expert to compile these rates for the use not only of shippers, but of the railway companies and keep them in corrected and simple form and show promptly each rate change between all points in this state.

It occurs to me that this is the best possible solution of the cause for complaint on this subject: Either by organization and agreement of shippers to employ such compiler and prescribe a fixed cost to each subscriber to said compilation or rates, or arrange with the compiler for the railroad companies for the same, or let them be promulgated by the Railroad Commission and corrected as often as necessary and furnished to all persons applying for same at the actual cost of compiling and issuing them. This, however, is a mere suggestion, as I have already stated, as it has occurred to me as being the most practicable solution of the difficulty.

With the increase of commerce and changing conditions, it is utterly impossible to keep down errors and prevent mistakes. Shippers, as well as common carriers, will have to deal with them as long as the business of barter, trade and transportation continues.

Defending the railroads, Judge Spoonts argued that the rates are virtually fixed by the government, and in view of this, he asked how the railroad company could be held responsible for interpretations placed upon them by agents. He thinks the solution of the difficulty lies in the equal observance of the rates by railroads and shippers.

Chairman J. E. Love of the Oklahoma Corporation Commission argued that the railroads should be held responsible for errors of their agents, just as private concerns are held responsible for the errors of their employes. In this he took issue with Messrs. Colquitt and Spoonts.

Following the railroad legislation discussion and just previous to the noon adjournment President Belew appointed W. O. Brackett, C. F. Witherspoon and Julius W. Jockusch as a committee on resolutions, and R. M. Kelso, J. Z. Keel and D. M. King as a memorial committee. The convention adjourned at 1 o'clock until 2:30 o'clock.

AFTERNOON SESSION, MAY 21.

The afternoon session was called to order by President Belew at 2:45 p. m. J. S. Hutchins, president of the Oklahoma Grain Dealers' Association, delivered a short address on the harmonious work of the two associations, and urged the Texas members to adopt their plan of uniform confirmation, which, in effect, was to confirm according to trade rules in force and applicable.

The feature of the afternoon session was a launching of a movement to have telephone and telegraph companies placed under the regulation of the Railroad Commission; and after a long debate the following resolution was adopted:

Whereas, The Southwestern Telegraph and Telephone Company has seen fit to withdraw the sale of coupons from their patrons; and

Whereas, Such action on the part of said Telephone Company has placed a very heavy and unnecessary burden upon the commerce, producers and consumers of the various products of the state; therefore, be it

Resolved, That the executive committee of our Association is hereby instructed to use all possible means to secure at the hands of the thirty-first legislature of the state of Texas the passage of an amendment to the Texas Railroad Commission law putting all telephone and telegraph companies under the control of the Railroad Commission of Texas, the same as railroad and express companies.

Manager Knapp of the Fort Worth Telephone Company (independent) created something of a sensation at the conclusion of an address by Mr. Henderson by announcing that attorneys had advised him that it would not be illegal to sell coupons, and that, although his company, under previous management, had abolished the sale of coupons, he had decided to renew them and had ordered a fresh supply which will be placed on sale at the old rates. This announcement was greeted with applause and was accepted by the grain men to indicate clearly and positively that unless the Southwestern Company resumes the sale of the coupons a keen telephone rate war will be precipitated where there is competition in the state between the old and new companies. What Mr. Knapp is preparing to do in Fort Worth other offices of his company over the state plan likewise.

"What can our Association do to secure the necessary appropriation from our state legislature to protect the small grain interests of Texas against the disastrous ravages of the green bug?" was propounded to Hon. R. T. Millen, Commissioner of Agriculture, who read a paper on the above subject. Addresses were delivered on the same subject by Hon. D. M. Alexander, State Senator, and F. W. Gist of the United States Statistical Department.

In following Commissioner Milner, Senator D. M. Alexander of Weatherford advised the making of just demands on the legislature and the putting of Secretary Dorsey in charge of the campaign to secure their wants in the way of appropriations.

Adjournment of the convention was taken at 5:30 o'clock.

Then the members of the Association, with their friends and families, repaired to Handley, where an open-air barbecue was enjoyed. A dance followed the barbecue. Local grain and business men acted as hosts and the members were shown a royal good time.

SECOND DAY—FRIDAY MORNING, MAY 22.

The meeting was called to order at 10:15 a. m. by President Belew, with ninety members and visitors present.

A committee composed of E. R. Colp, T. G. Moore and G. J. Gibbs was then appointed on the revision of Trade Rules.

J. T. Jordan read a paper on "Organization vs. Destination Weights," which was discussed by Messrs. Gibbs, H. H. Crouch, E. R. Kolp and J. W. Jockusch.

"The Relations between Grain Men, Millers and Railroad Companies" was the subject of papers read by J. Z. Keel and F. M. Rogers, and an

address delivered on the same subject by Hon. N. A. Stedman of Austin.

Following is Mr. Keel's paper:

The subject assigned me is one of great importance and one that commands great attention at the present time. In fact I am of the opinion the last part of my subject is paramount to all others to-day, not only in Texas, but throughout the United States. I thank God that our country has a government so constructed that a plebeian, as well as an aristocrat, can express his opinions along with the statesman or the millionaire. What I may say on the subject assigned me may be very commonplace, ineffectual as an argument, and wrong both in theory and practice, but one thing I know, I shall try and be honest. The position I take will not be prompted by political aspirations or financial gain. I am not a candidate for any office in the gift of the people of Texas.

My class of people, I must say, are greatly in the minority. The calling of grain dealers is as old almost as time itself. The grain dealer had his profession ever since Ruth gleaned in the field as soon as rocks were found to crush the grain. From that time to this, the two have been inseparable, although some have said of recent years that our calling would soon come to an end. But we are still here doing business at the same old stand. We have been more beneficial to the farmers of Texas to-day than any other organization in the state. We have done more to find a market for their products and get freight rates that would permit them to get a price for their grain sufficient to remunerate them than any other organization in the state.

The millers, in the main, get along fairly well with the grain dealer. The miller, I admit, prides himself upon his honor and his integrity, and millers do admit they possess these very happy and very honorable faculties to a higher degree than we grain dealers. In fact, if you please, we must at all times play "second fiddle." In our business transactions with them, they must admit our inability, through ignorance, to transact business correctly or that the principle of dishonesty is born innate within us. In fact, the Texas miller considers himself sanctified, hence he can do no wrong. He cannot make a mistake.

The point that I wish to make is this. The miller must have his own weights and grades.

Now, honestly, I believe all professions have men who are not honest. We find them among men of every avocation in life. I am frank to admit there are more dishonest grain dealers in Texas and Oklahoma than there are that class of millers. But do you know the reason why? The number of grain dealers exceed the millers by two to one. The dishonest grain dealer has an advantage over his honest competitor. The rascally miller can run his honest competitor from the milling business. Now to the millers I want to say that this demand you make, that your weights and grades shall be final, is unjust. It is both autocratic and dictatorial. As a grain dealer I do not want the millers to take my weights and grades, though I have in two or three of my elevators as good facilities to weigh wheat as they have, and many grain dealers have the same. If we demanded our weights and grades, it would be as unjust as your demands are now.

There is a way to settle this matter of weights and grades. There is a "balm in Gilead." We are willing that our grain shall be inspected by a public inspector and also weighed by the public weigher. I was invited at our last annual meeting to address the Millers' Association, as they met the same time we did. I confined my remarks on that occasion almost exclusively to the subject of weights and grades. I urged the necessity then, as I do now, of public inspection and weighing. I demanded at the conclusion of my address that those in favor of public inspection and public weights to raise their hand. I am frank to admit I was surprised beyond measure when only one member of that august body was in favor of my suggestion and raised his hand. Their contention cannot much longer be sustained. In my remarks I cited to them that not a dollar of this expense of weighing and grading would fall upon them, and more than that, I told them that not a dollar of this expense would they incur.

Gentlemen of the Grain Dealers' Association and millers as well, I have been carefully watching the development of Texas for the last thirty years. I have seen the pruning fork and the plowshare take the place of the cowboy and the broncho. I have seen the boundless prairies turned into fields of waving grain, small hamlets become prosperous cities, but of all the cities in Texas, none—no, not one—has made such rapid strides as Fort Worth. She is already the great grain and stock center of the great South. Permit me to prophesy a little right here. The time is coming, and it will come, when Fort Worth will be the Metropolitan City of Texas. Here is what we

should do, or, rather, what Fort Worth should do: "Build a mammoth elevator here, a public elevator, that shall weigh and inspect the grain that comes from north Texas, Oklahoma and Kansas. This public elevator should be managed by the company that owns it, but the weigher and inspector should be appointed either by a committee from the grain dealers and millers, or by the Board of Trade in Fort Worth, or in any way that will be satisfactory to all parties concerned. This entire cost of weighing and grading should be paid by the shipper. Can there be any plan more satisfactory than this? Can you think of any investment that would pay a better dividend than such an elevator as I have mentioned? If we are all honest, we should be willing to let a disinterested party weigh and grade our grain.

The transportation department is my last thought. As I said before, no motive but an honest one prompts me to speak what I think upon these subjects. I may be altogether wrong. I am of the opinion, and have been taught so from my earliest recollection, that safe men in all branches of business are conservative men. I still adhere to that teaching. Radicalism is the brand that kindles the flame that devastates nations as well as many homes. The brand of radicalism has been in the hands of our legislature and it has come very near touching off the torch. The railroads of Texas have done much for our state and will do much more if our laws do not become so stringent that they cannot exist. For much of this radicalism the railroads are to blame themselves. The Railroad Commission was instituted for the reason they had formed a trust and were preying upon the people.

I well remember when Mr. Waldo made the rates for the railroads of Texas. We instituted a commission. We pulled them down from their high horse, but let me say, gentlemen, we are going about as far in destroying the railroads as they did in destroying the interest of the people by their monopoly. Let's be conservative and send fewer "two-bit lawyers" to the legislature and more business men who have no desire to become senators, congressmen and governors. The railroad reminds me of a boy when he goes wrong. Everybody gives him a kick.

The railroad went wrong several years ago and they have been getting a kick ever since. The last one they received was when the Commission ordered the railroad to back-haul grain 200 miles. We started out a few years ago demanding 25 miles back-haul and now we have demanded 200 miles, and you can see we got it. In a few years more we will demand 500. Gentlemen, in demanding this measure, we must be likened to hogs. We don't know when we have enough. There is one of two things certain. If the Texas rates on grain were too high, then the Commission was, perhaps, justified, but if they are low enough, then this concession was unjustifiable, as well as unreasonable. This is done in order that a few large firms in Texas, situated in large centers, may enjoy the same privilege as those have where the grain is produced. In fact, gentlemen, I hardly believe in a back-haul at all. I truly and always will believe that the small town or hamlet, where the grain grows, should have the advantage over some rocky or swampy county that does not produce the product. I may be wrong, yet it is my honest opinion.

There are a great many men in this country prejudiced against railroads and corporations of any kind. That feeling should not exist. Our county court adjourned a few days ago and its docket consisted of about 32 cases and 25 of them were against the railroads, and many, to my knowledge, were very unjust. Now, I know some of you gentlemen are ready to say: "Keel is radical on railroads; he is making quite a fight for the railroad interest." Is there never a time when railroads are right, and cannot something be said in their favor? But hear me, they are not perfect by any means. They are not sanctified by any means. They have some rules and regulations that are wrong, radically wrong. Take, for instance, the liability of their agents. A farmer comes to our town desiring to ship a car of potatoes to Sedalia, Missouri, and asks the agent for the rate. The agent names a rate of 25 cents per 100. The farmer accepts this rate. The potatoes are shipped. The farmer has some profit in this car of potatoes. They reach Sedalia; he is charged a rate of 35 cents instead of 25 cents, as given him by the agent. Do you think for a moment that the old farmer should pay the higher rate? Certainly I am responsible for what my agent does, and every other man in whatever vocation he may engage is responsible. Then why not the railroad agent? Then, "Upon what meat is this Cæsar fed," that railroads should not be responsible for their agents?

Again, if the railroads are to furnish the cars

in which merchandise is to be transported, ask them for a car and they will shove it to you. They will sometimes furnish the plank to make the doors, provided you will come after them and furnish the man, the hammer and the nails to make it. I claim, gentlemen, that railroad companies should prepare the car for loading; see that the door is made correctly and that it will not leak. Every railroad in Oklahoma and many in Texas are losing thousands of dollars each year for such dilatory tactics as this. You railroad companies think that by making the shipper do all this that you are saving money, but you are not. As I said in the outset, there are many men in every avocation who are not honest. I know of two certain firms in Oklahoma who make a habit of fixing their doors so they will show a small leakage. They bill the car 5,000 pounds more than they actually put into the car and when it arrives at destination the car is weighed some 4,500 pounds short. The shipper calls the attention to "leaky car door." The shipper pays the man to whom he sold the corn the difference; puts in a claim to the company; collects his money, of course, as he swears he put certain amount of corn in the car. Whose fault is this? It is the fault of the agent at the station, who never examined how the door is put in and does not put it in himself. The outside doors are closed when he comes to seal the car doors. The attention of the railroad along these lines will save them much money.

Mr. Rogers, among other things, said:

From the viewpoint of miller and grain man versus the railroad company, one of the greatest troubles we are having is a lack of concerted action and the arbitrary position of many general freight agents—also the ignorance of the shipper in placing intelligently before the railroad company his necessities, and often the desire on the part of the general freight agent to ignore the shipper's wants and the absolute refusal on the part of freight agents to grant such privileges that either makes or mars the grain and milling business and, if granted, would not affect the earning power of the railroad company.

There is a great deal of shrewd manipulation among some of the freight agents. They understand what you want and know that it would be of benefit to both railroad and shipper, but it is not granted because they are prejudiced for or against some special shipper, shipping point or some other railroad company, or they have other reasons, and some of the reasons are plausible, too. They often play with the shipper—promise a great deal and grant little; pat you on the back and tell you, "Old fellow, you are just right, and we will do this or that for you," but it is never done. You all have experiences and you know what I am telling you is true. Of course, there are exceptions, for you will find some agent's candid and frank. And how much more do we admire a man that stands up and frankly tells you "yes" or "no," and is able to give you a reason why. How much better would be the condition of miller, grain man and railroad if we could treat our differences and everyday business in a clean, frank, businesslike way.

There seems not to be a disposition among the railroad companies to deal lightly and to treat the requests of the shippers as a joke. What satisfaction does a common, everyday farmer get to questions asked a wayside station agent? Very little. But he gets about as much as some shippers do to questions asked of some general freight agent. The railroads have put the people on the defensive for a long time and I want to tell you now that there is going to be a reckoning day and there is always danger of the swing of the pendulum. The shipper is not asking favors of the railroad when he asks for certain rates to meet some outside competition; the shipper is not asking special privileges when he asks for some special ruling that he may meet some competitor's position. He is asking for what is justly his and for which he is willing to pay. I know the grain and milling interests here have stood up for the railroads and objected to the lowering of certain grain rates when threatened by our own railroad commission. I know of considerable money and time spent in an effort to defeat the passage of the 2-cent fare bill and this by shippers.

In his address Judge N. A. Stedman of Austin, legal representative of the Texas Railroad, said that he supported Governor Hogg and the Railroad Commission's idea, but that now regulation had advanced to such a point as to almost threaten death to railways. He broadly criticized the last legislature, which, he said, placed almost unbearable burdens upon the railroads, and warned the people that a halt must be called or collapses, the like of which have never been witnessed, will

result. He complimented the grain dealers for their liberality of thought, saying that they had almost invariably shown a fair, just spirit.

Adjournment for the noon recess was taken at 12:45 o'clock until 2 p. m.

AFTERNOON SESSION.

The afternoon meeting was called to order by President Belew at 2:20 p. m.

"How Can our National Banking and State Laws Be Amended to Provide More Protection to Shippers in the Handling of Drafts with Bills of Lading Attached?" was the subject of a paper read by J. A. Hughes on the banking proposition, and an address by Hon. Oscar Wells. This was followed by general discussion, participated in by Messrs. Stephenson, Van Stoenwick, Wieser, Lasker, Hughes, Wells and Gibbs.

The paper read by Mr. Hughes was as follows:

In our experience, shippers' drafts are subject to three annoying troubles with which our banks have to do:

1. They are frequently sent too circuitously and through too many banks, causing great and unnecessary delays, demurrage and sometimes rejections. We have had drafts on us by Kansas and Oklahoma shippers come through two or three banks in Oklahoma and Kansas, then to New Orleans, Houston, Fort Worth, Dallas and Sherman. They could and should be sent more directly. The banks can easily correct this trouble, as there is nothing involved affecting their interests but a small amount of exchange.

2. Our drafts and proceeds sometimes get caught in hands of receivers or assignees of insolvent banks. There seems to be some doubt about liability of banks (original payees of drafts), for proceeds of drafts taken by them for collection, in cases of losses, when they can show reasonable diligence and caution. The law should be made clear on this point, so that all parties concerned would know exactly where they stand. The best remedy against losses in bank failures seems to be by making proper indorsements on papers. We send most of our drafts directly to the bank nearest drawee, and by advice of our attorneys make them payable to ourselves and indorse them as follows: "Pay to order of _____ Bank for collection and immediate returns." In our letter of instructions we say: "This draft is, by indorsement, made payable to your order for collection and immediate returns to us, and is not to be considered, under any circumstances, as an asset of any bank or collecting agency." I am glad to say I have not had occasion to test the value of this plan, but our attorneys think it will have the desired effect. I favor amendments to present laws, if needed, that will protect us fully and clearly against the absorption and retention of proceeds of our drafts, or the drafts themselves, and papers attached, by receivers or assignees of banks or any collecting agency.

3. Proceeds of drafts are subject to garnishments. Our firm has never had but one garnishment run on us and that was a long time ago at Jackson, Miss., a point somewhat famous at that time for such proceedings, but I have heard much about such affairs. This is really the most delicate part of the subject. We all dislike having garnishments run on our funds, but I imagine it would be a pleasure to get a good hold on funds of some non-resident concern that was trying to take advantage of us. In prescribing a remedy for this trouble it will be well, therefore, to remember we may be fixing a dose for ourselves. Banks have a way now of buying, or claiming to buy, drafts with bills of lading attached, and by indorsement disclaim any liability for quantity and quality of stuff shipped and covered by same.

I incline to the opinion that when we accept such shipments on contracts and pay such drafts we are buying an unknown quantity, with heavy odds against our recovering from either shippers, banks or carriers, in event of contents of cars not being as represented. Honest shippers would no doubt make good, but sometimes good shippers have a change of heart and quit being good. I am presuming that we don't want to do anybody, and don't want anyone to do us. The question is, therefore, how to guard against the rascally shippers on one hand and tricky consignees on the other. I can think of no better plan than to so amend our laws as to make the banks liable for quality and quantity of shipments, the [paper] representatives of which they buy, or claim to buy, so that the drawees can have recourse on them in event of shortages and under grades.

Banks are very necessary to the grain business. We cannot get along without them, but if they are going into the shipping business, we want them to take their share of the responsibility. Boiled down, my suggestions are as follows:

1st. That banks send drafts more directly.
2d. That national and state banking laws be so amended as to provide clearly that proceeds of shippers' drafts and the drafts themselves, and papers attached, shall not be held as part of the assets of insolvent banks, and that banks shall be liable to drawers for drafts and papers attached and the proceeds of drafts taken for collection.

3d. That whenever any bank or banker buys, or claims to buy, papers representing shipments, he shall thereby become liable to drawees and consignees for quantity, quality and price as per contracts on which such shipments may have been made.

Oscar Wells, cashier of the Fort Worth National Bank, replied to Mr. Hughes. Instead of telling what could be done to give the shippers more protection, Mr. Wells turned the tables and declared that the question was how to give the banks more protection in handling bills of lading. Of all classes of business, the grain men, Mr. Wells said, get more advantage from banks than any other.

Many grain men put questions to the speaker and so persistent and continuous were the interruptions that the president had to remonstrate with the grain men to let the speaker finish and then question him.

Mr. Wells said that banks will never handle bills of lading and assume the responsibility for the stuff represented, and he argued that the remedy for grain men is to be sure they are trading with responsible parties.

The last subject discussed was "Federal Inspection, as Proposed by the McCumber Bill, Pending before Congress: What Would Be the Advantages or Disadvantages to the Grain Interests of the Country?"

On a motion duly seconded and carried, the paper of Senator McCumber on Federal Inspection was passed without reading and the secretary was instructed to have it printed and furnished the members. The paper is the long explanation of the McCumber bill that has been copied so often all over the country.

On this subject two very interesting and important papers were read by C. J. Gibbs of Vernon, Tex., and Julius W. Jockusch of Galveston. Mr. Gibbs argues that the McCumber bill would eliminate many evils complained of to-day and that this would overbalance any objectionable features. On the other hand, Mr. Jockusch reviewed the bill, listed many objections and declared that, in his opinion, the scheme is neither practical nor desirable.

Referring to the previous resolutions adopted concerning telephone and telegraph rates, the following resolution was offered by E. B. Doggett and J. T. Stark, and on motion was unanimously adopted:

Resolved, That the secretary of our Association be instructed to send copies of this resolution to the secretary of the Texas Millers' Association, each commercial club, wholesale grocers' association, cotton buyers' association, cotton seed crushers' association, coal dealers' association, and all other like associations or exchanges who are interested in regulating such charges; and that this Association co-operate with the associations above named in this matter.

A communication from the Fort Worth Freight Bureau, including a resolution adopted by that organization calling for an amendment to the state Constitution making the Railroad Commission of Texas appointive instead of elective, was read by the secretary, and on motion the communication was received and filed.

The reading of the communication from the Freight Bureau started a warm discussion. Edward R. Kolp of Fort Worth stamped the resolution as politics, and declared that the best thing the Association could do would be to receive and file it.

J. Z. Keel of Gainesville moved that Mr. Kolp's resolution be tabled, but this was lost.

Julius W. Jockusch of Galveston moved that it be referred to the executive committee with power to act.

The original motion was adopted, putting an end to the discussion.

Report of the Committee on Revision of Trade Rules was made as follows:

Amend Rule 4 of Page 3 of our Trade Rules by adding the following: "When shipments are actually made on conflicting confirmations, the buyer's guide confirmation shall govern if it reaches seller before shipment is made."

Add to the Trade Rules as follows: Rule 38—"When sales are made based on shippers' sworn weights, if sworn certificate is not attached to draft, destination weights will govern final settlement."

The above amendments were adopted and declared part of the rules.

The following amendment to the by-laws was introduced and adopted:

Whereas, In order to provide means for the further extension of the usefulness of our Association; be it

Resolved, That our by-laws be amended as follows: Amend Article 3, Section 1, to read: "The dues of this Association shall be \$20 per annum, payable quarterly in advance."

President Belew then declared the election of officers in order and the following were elected:

President—J. A. Hughes of Howe.

First Vice-President—J. T. Stark of Plano.

Second Vice-President—T. G. Moore of Fort Worth.

Secretary-Treasurer—H. B. Dorsey of Fort Worth.

Executive Committeemen—C. F. Gribble of Sherman and G. J. Gibbs of Vernon, re-elected, and B. C. Clements of Waco.

Previous to the balloting a contest arose over the question whether proxies would be allowed. R. M. Kelso of Fort Worth moved that proxies be excluded. In this he met instant and earnest opposition, and his motion was tabled and one to the contrary adopted. The election was good-natured, but exciting, there being rival candidates for all the offices.

The election of officers ended the session.

Just previous to final adjournment J. A. Hughes, newly elected president, was escorted to the chair and the surrender officially made by retiring President Belew, whom the convention indorsed as having made an active and capable president. In a brief speech Mr. Hughes pleaded for co-operation, and with it he saw success in the future.

After the adjournment at 6 o'clock some of the visitors boarded specially provided cars for Lake Como. Others remained in the city and were guests of local grain men at the Majestic that night.

INDIANA GRAIN DEALERS.

The following is the program of the Indiana Grain Dealers' Association, Indianapolis, June 18, 1908:

Address of Welcome—C. A. Bookwalter, mayor, Indianapolis, Ind.

Response—C. S. Bash, Fort Wayne, Ind.

Address by President P. E. Goodrich, Winchester, Ind.

Tracing of Freight—John T. Todd, D. F. A., C. H. & D. Ry., Springfield, Ill.

Adjournment.

AFTERNOON SESSION.

How Terminals and Reconsignments Benefit the Country Shipper—H. E. Richter, Cincinnati, O.

Five Minutes Report from Local Presidents—

Matt Schnable, La Fayette, Ind.

J. C. Young, Frankfort, Ind.

Fred Kennedy, Shelbyville, Ind.

E. K. Sowash, Middletown, Ind.

W. E. Brown, Huntington, Ind.

George C. Wood, Windfall, Ind.

Miscellaneous.

The condition of winter wheat in Illinois, Indiana and Ohio, as reported by special correspondents of the New York Journal of Commerce, gives a particularly promising outlook in Indiana and Ohio, but excessive rains in Illinois have somewhat impaired prospects.

CAR SHORTAGE CASE DISMISSED.

In an opinion by Interstate Commerce Commissioner Clements, the Commission has dismissed Case No. 1193, S. MacMurray, doing business under the name of Wood River Grain Co. vs. Union Pacific R. R. The syllabus is as follows:

Reparation on account of alleged unjust discrimination of defendant in not furnishing complainant with his proper share of cars for shipment of grain at Wood River, Neb., in November and December, 1906, while during that time complainant's competitors at that station were favored with grain cars, denied, as the testimony discloses that the time mentioned was during the car shortage season, and that the business of complainant and his competitors suffered in common during that time, and no undue discrimination in furnishing cars by defendant was satisfactorily shown.

The report of the Commission:

Complainant buys and sells grain at Wood River, Neb., a local station on the Union Pacific Railroad. In addition to complainant, the Omaha Elevator Co., the T. B. Hord Grain Co. and the Conrad Grain & Elevator Co. are there engaged in the same business. The complaint is that during November and December, 1906, defendant unduly discriminated against him and in favor of other dealers in the furnishing of cars for shipments of grain. Reparation on account of the alleged unjust discrimination is asked in the sum of \$2,000.

Complainant owns two warehouses, with a total capacity of about 12,000 bushels, located from 80 to 200 feet from the tracks of the railway. He has no elevator, but by means of scoop shovels loads the cars from wagons, in which the grain is hauled either from the warehouses or directly from the farms. To load one car requires from 16 to 20 wagonloads and usually takes as much as a day and sometimes more.

Complainant's competitors, above named, own and operate elevators and load a car in about two hours. The Omaha Elevator Co. has an elevator and warehouse capacity of 62,000 bushels; the Hord Grain Co., 60,000 bushels, and the Conrad Grain & Elevator Co., 46,000 bushels. On an average there are shipped from Wood River about 250,000 bushels each year, of which, it was testified by complainant, he ships about 10 per cent, or 25,000 bushels. The testimony is conflicting as to just what proportion of the grain each of the elevator companies handles, but it fairly appears that the Conrad company handles nearly half of the total.

In the fall of 1906, when there was great shortage of equipment throughout the country, this was very marked on the lines of the Union Pacific, including the station at Wood River. The daily car record of defendant, submitted in evidence, shows Wood River was short of the demand on an average of about 15 cars per day during November and December of that year. The records indicate that during these two months the four grain companies were supplied a total of 89 cars, of which complainant received 7, the Conrad company 49 and T. B. Hord Co. 19, and the Omaha Elevator Co. 14. While all these dealers were demanding many more cars than they were able to secure, the elevators and warehouses were practically filled to their capacity all the time because of inability to secure cars.

The agent of the defendant at Wood River testified that he had received special directions to make no discrimination against complainant in the distribution of cars, and that he had not made any such discrimination. He further testified that during this time it was the policy of the company to so conduct its business as to secure as rapid handling of equipment as possible, and that to carry out this policy he so distributed the cars as to secure the promptest loading, having due regard for the rule of the company that 48 hours should be allowed for loading. He insisted that he had supplied complainant with his fair proportion of cars, as determined by the demand

therefor and the ability to handle the business when the cars were supplied.

From a statement taken from the records of the defendant, furnished at the request of the examiner, it appears that during the year 1906, prior to the period covered by the complaint, there were shipped cars of grain by the four grain companies at Wood River as follows:

Conrad Grain & Elevator Omaha Elevator Co. 58 Co.	150	MacMurray (complainant)
T. B. Hord Grain Co. 102 (ant)	17	

This shows that complainant during the year 1906 shipped out about 5 per cent of the grain. Complainant insists that he could have greatly increased his business if he had been supplied with cars as needed.

While it is no doubt true that under the circumstances of general insufficiency of transportation facilities prevailing during the period covered by this complaint, complainant could have greatly increased his business, if supplied with cars as needed, it is not apparent that he could have done so had his competitors also been supplied with all cars needed by them. They all, in com-

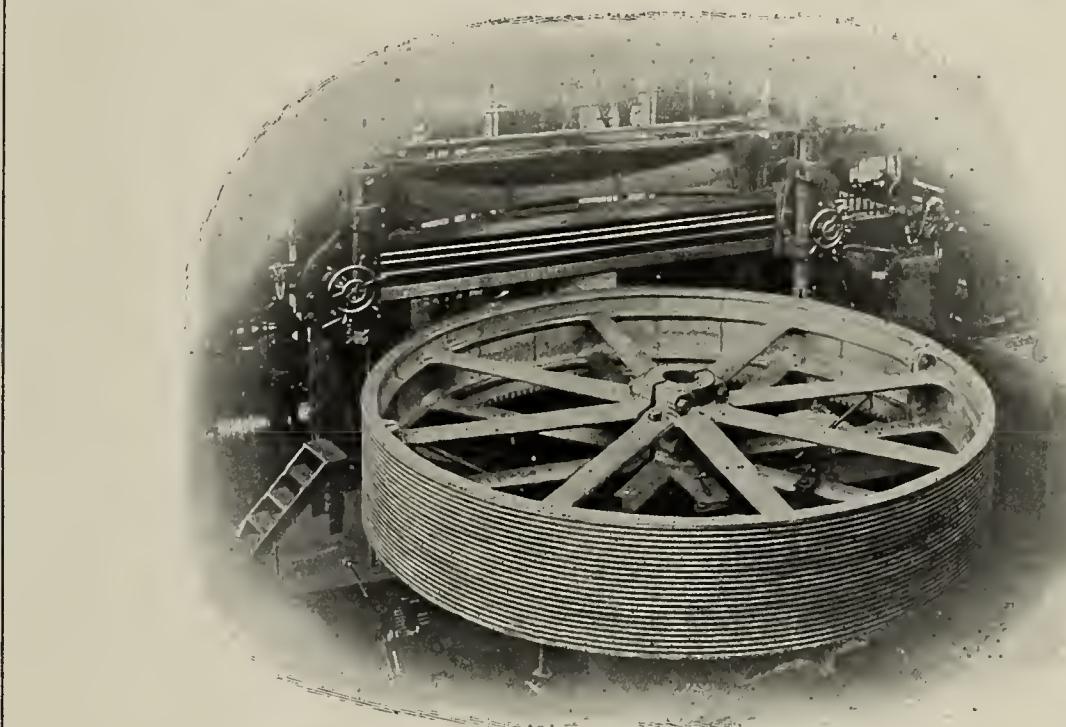
fourth place, raising around 250,000,000 each. Kansas is next with less than 200,000,000 bushels. —King & Co.

AN UNUSUALLY LARGE ROPE SHEAVE.

The accompanying cut shows a rope sheave of unusual dimensions recently completed by H. W. Caldwell & Son Co., engineers, founders and machinists, Chicago, Ill. The sheave is 20 feet in diameter, has 20 grooves for 2-inch rope and weighs finished 48,000 pounds.

It will be noticed from the illustration that the sheave has a double set of arms. The sheave was cast in one piece and then split for convenience in handling and erecting. The sheave was cast in the foundry of the Caldwell company and finished on 20-foot boring mill, as indicated by the illustration.

It is intended for use in connection with the main drive in a refrigerating plant located in Mexico, the large sheave receiving power from an



AN UNUSUALLY LARGE ROPE SHEAVE.

mon with shippers throughout the country, suffered in the same way from the effects upon their business of the so-called car shortage. Demands were being made by the competitors of complainants at Wood River upon the defendant for more cars during the same period, and vigorous protests were made by them on account of the failure of the defendant to furnish a sufficient number of cars. The business of complainant and of his competitors suffered in common. No undue discrimination in the matter complained of has been satisfactorily shown.

The complaint will be dismissed.

WHERE IS THE CORN CROP RAISED?

Don't be prejudiced entirely by your local conditions. Ohio and Michigan combined only raise as much as Indiana and half as much as Illinois. Pacific Coast and New England each raise less than some counties in Iowa. Northwest is raising a little, South Dakota having doubled in recent years. Southern states raise about as much as Iowa and half of this is in Texas. South likes corn bread and prefers white corn, while New England prefers the yellow. Iowa and Illinois are the largest producers. They run around 350,000,000 bushels. Planting has been delayed in both states. This crop Illinois had 343,000,000 bushels and Iowa was shy at 270,000,000 bushels. The 1906 crop was the largest ever raised. Iowa had 373,000,000 that year and Illinois 347,000,000 bushels. Argentine is underselling us and exporting nearly three millions weekly. They raise less than any of our large states. Missouri and Nebraska take third and

electric motor, the transmission being by means of what is generally known as the American, or single rope, system.

GRAND TRUNK AT HEAD OF THE LAKES.

By a decision recently handed down by the Board of Railway Commissioners in Ottawa the Grand Trunk Pacific has secured running rights, both passenger and freight, over the C. P. R. line from West Fort William to Fort Arthur practically assuring to Fort William that the G. T. will establish immense freight yards at Fort William, with track room for 980 cars and classification and departure yards for handling 840 cars. The wheat and lake freight yard will have a capacity of 850 cars. The wheat and lake freight classification yards alongside of storage westbound tracks give room for 960 cars. Then there will be two grain storage elevators and the necessary tracks, and eventually it is planned to have four ten-million-bushel elevators, making a total storage capacity of sixty million bushels, equal to half the entire output of the Canadian West.

In his June report Geo. A. Wells, secretary of the Iowa Grain Dealers' Association, says that 80 per cent of the corn was planted in Iowa June 1. He places the condition of winter wheat at 102, spring wheat, 98; barley, 102, and oats 102, as compared with last year. Of last year's marketable oat crop 95 per cent has left farmers' hands and 89 per cent of the corn crop has been marketed.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JUNE 15, 1908.

Official Paper of the Illinois Grain Dealers' Association.

THE WOOD RIVER CASE.

The complaint of the Wood River Grain Company that it had been discriminated against by the Union Pacific road in the matter of cars was recently dismissed without relief by the Commerce Commission, with an opinion by Commissioner Clements, published in another column. This decision has been interpreted to mean that the grain shipper without elevator facilities is not entitled to the same service as one with them. We do not think the decision will bear that construction, however much we are disposed to think the elevator ought to have the preference in the matter of service.

When cars are scarce, the elevator, by taking in the grain of many farmers, really represents the service required by the many, whereas the "scooper," or "flat house" man, really can represent only a very limited number of clients. His service stops immediately when the supply of cars ceases; the elevator's does not. As has often been said in connection with the law of distribution of cars in Canada, the legal establishment of a car service parity between the elevator and the one-car shipper is a gross unfairness to many in order to favor the very few; and so the law, based on the prejudices of the few and not on a broad view of service, instead of creating a parity, really creates a disparity that is a detriment to the country as a whole.

The Commerce Commission did not rule on this point in the Wood River case, however. It did indeed find that the elevators had had more cars than the scooper; but it found also from the testimony that each shipper had in fact had cars in pretty fair proportion to the actual business handled by each, and that "the

business of the complainant and of his competitors suffered in common." In other words, the scooper and the elevator, legally speaking, are equals in respect to rights of service.

BALTIMORE'S METHODS.

A resolution of the Illinois Grain Dealers' Association on the Baltimore method of handling consignments of grain disclosed a condition of things so unusual that when the resolution was read it was listened to with mute incredulity. That cars of grain arriving in that market should be permitted to stand on track indefinitely and wait for inspection until such time as they might be placed on the elevator tracks just prior to unloading, was an astounding proposition to most grain dealers, who understand that an inspection of the grain is made immediately on its arrival, with reinspection, if called for, within forty-eight hours thereafter; and they expected as much of Baltimore also. But it appeared from the statement of gentlemen in a position to know that it is the fact that inspection takes place there only when the elevator track is reached by the grain and not before. In extenuation it was said that the B. & O. and Pennsylvania railroads own the entire water front of Baltimore, as well as the existing elevators, and dictate what shall be done, both as to the building of storage elevators and as to the methods of handling the grain on the market.

Now that the trade understands, it is quite likely pressure will be brought to bear on both the Chamber of Commerce and the railroads named to correct so unusual a condition of things.

THE CLAIM AGENT.

The remarks of Mr. Richards to the Chicago Weighers were to a degree, as Josh Billings might have said, "writ sarkastick." He was really entitled to the privilege rarely offered the claim adjuster—in public—to lift the weight on the steam valve and "let her blow a bit." But even so, it is apparent there are two sides to a claim for shortage, or loss in transit. Just how a man who loads grain without taking its weight on a loading scale, or who neglects Coopering his car before loading, can justify himself in a positive statement of the amount of his loss may reasonably be a puzzle to the claim adjuster; and yet hundreds of such claims are filed monthly.

The most pertinent suggestion, however, made by Mr. Richards, valuable alike to claimant and adjuster, was one that weighers in all markets reporting on the arrival condition of cars should note on the weight certificate not only the location of the leak discovered, but in some way estimate its character and amount as might appear from local indications.

But, speaking of claims, Mr. J. B. Keel, in his paper read before the Texas meeting, reported on another page, rather caps the climax of loading iniquity by citing what seems to be down in Texas a not uncommon sort of dishonesty since attention is called to it, to wit, that some shippers deliberately load out

grain in order to make a leak for the sole purpose of robbing the carrier by overbilling heavily and compromising with the carrier. Mr. Richards may have believed such a thing not unknown on the North-Western lines, but at least he does not think it common enough to mention or was generous enough not to mention it in so bald a manner as Mr. Keel indited to his business contemporaries in the Southwest.

CHICAGO WEIGHERS.

The current fad of a certain class of business men for "system" in their affairs, the aim of which is to reduce as far as possible human employes to the status of animated machines, may have its attraction for that kind of men, but to be frank, there is a suspicion in some unsystematic minds that the making of thoughtful, intelligent, faithful and conscientious workers were far the better part. System is never superior to weakest man "on the job"; it rarely improves the efficiency where it destroys the influence, or the factor, of personality; but education in efficiency elevates the employe by cultivating in him and his fellow workers a morale that the "mere machine" feeling has a tendency to destroy. Mechanical "system" can never be a real substitute for the *esprit de corps* of a well trained body of employes animated by the spirit of emulation and of allegiance to and enthusiasm for "the job."

A recent meeting of the employes of the Chicago Board of Trade Weighing Department "to talk shop," a brief mention of which appears in another place, seems to warrant the above thought. The department is not without its system—the work it does and the records it is obliged to make call for a complete and practical working system of the highest order of development; but its effort for mechanical and documentary perfection has not been permitted to overshadow the fundamental fact that the motive power that works the system, in the last analysis, is men, and that its men must be trained to personal efficiency and uprightness.

It is this last fact, we imagine, quite as much as any influence of mere "system," that has brought to this department the reputation of being the most satisfactory grain "weighing machine" on this continent.

THE TEXAS MEETING.

The Southern associations are *sui generis*, but that of Texas is rather "more so," as the report of the late annual meeting at Fort Worth indicates. They have down there about all the troubles dealers have up North and then some; and that's one reason why it costs some money and requires business standing to become a member of the Texas Association, where membership means even more to a business than it does up here. Texas association meetings are, therefore, never perfunctory affairs; they mean business; the proceedings are always snappy and sometimes personal, but they are "business" right through and through. The records are worth reading, and, what is more,

thinking about; because the proceedings as reported show that while there are still several "kinks" in the conduct of business down there that would not be welcomed by the trade in this direction, that association as a body is determined to smooth them out and put the grain trade on a strictly honest and reliable basis there as elsewhere.

THE LIGHTNING RISK.

Fires caused by lightning, which have been classified as "unpreventable," should not properly be so denominated. Lightning as a cause of fire may, in fact, be guarded against as successfully as one may protect himself from any other specific cause. But lightning protection has been neglected, both because many property owners not familiar with what really constitutes protection have either been skeptical of the value of protection or been swindled when buying protectors, and also because we are apt to neglect precautions against a cause of danger that really seems too remote to cause anxiety. But the number of elevators annually destroyed by fire is large and growing larger every year—not, perhaps, because the lightning itself is becoming less a respecter of persons or places than formerly, but because the number of elevators is increasing and there are more spots on the map to hit. There is an old saying that is unfortunately most true—that "one can never tell what the lightning will strike next;" wherefore every elevator or house owner will be interested in Mr. McCotter's paper on this subject on another page, chiefly because he tells how the risk of fire by lightning may be avoided.

RELEASED RATES.

The Commerce Commission has rendered an opinion (by Com. Lane) on the matter of the "Released Rates," otherwise known as the 120 per cent rate bill of lading, defining the right of shippers under the signed bill of lading. Com. Lane quotes freely from the legal authorities, which agree fully with the provisions of the Hepburn act, to the effect that such a bill of lading is in itself lawful and that a lower rate for release of responsibility is lawful. The laws of the past and the Hepburn act itself place no restriction upon the carrier's efforts to exempt itself from liability for losses which occur without fault on its part; but the courts have held uniformly that "it is against public policy for a carrier to exempt itself from responsibility for its own misconduct or the misconduct of its agents." A stipulation that a shipment is carried at "owner's risk" "will, therefore, be upheld as to losses due to causes beyond the carrier's control," but "it is entirely void as against loss due to the carrier's negligence or other misconduct."

This is the fundamental principle. In practice there are, of course, many and multifarious variations, some of a complicated nature, but when by analysis the conditions surrounding a bill of lading are traced to the last extreme, this rule may be relied upon to determine whether the 120 per cent rate is lawful in a specific case and whether the shipper

may or may not recover in case of loss. The determination of the issue is sometimes a nice proposition; but those who keep the rule clearly in mind and act upon it consistently and conscientiously need have no uneasiness as to their rights.

While supporting in this way the legality of the 120 per cent rate, and holding that a certain differential between rates that leave the carrier's liability unlimited and those which limit it is "obviously proper," Com. Lane adds that, "An increased charge of 20 per cent is manifestly out of all proportion to the larger risk involved, and its virtual effect is to restrict the public to rates calling for limited liability; and herein lies the vice of stipulations of this character." He thinks a revision of the bill of lading (and a reduction of the differential?) would "go a long way toward improving the relations of the railroads and the shipping public."

WEIGHING IN MISSOURI.

The Supreme Court of Missouri has declared the state weighing law of 1907 invalid on the ground that "the power of the regulation of elevators and warehouses, for the weighing and inspection of grain, is not vested in any particular commission, but rests with the legislature." Such, at least, is the rather indefinite statement of the kernel of the opinion by the press reporter.

However, the fact is conclusively established that the new law has been set aside, leaving the old law in force and effect. Under this act the state officials may weigh the grain, but the Railroad and Warehouse Commission may not so "regulate" the weighing as to oust other weighers or the inspectors of weights who may be put into the elevators by the St. Louis Merchants' Exchange and Kansas City Board of Trade for the purpose of supervising the work of the weighers.

As this decision is a clear-cut victory for the exchanges of the state, whose weighing machinery was perfected under the pressure of the intense competition of those markets for trade, the Railroad and Warehouse Commission of Missouri will serve the trade best in the matter by withdrawing its men entirely. The theory of the law is not conclusive. The disinterestedness of state weighers is not as beneficial to the public as the incentive of the exchange to render the highest grade of service. Mr. W. L. Shellabarger told the Chicago weighers the other night that Chicago weights are worth at least 1 cent a bushel to the shipper; that is to say, Mr. Shellabarger said this:

I could refer to certain markets where the weights, the inspection and the general handling of the business is such that on our cars and others we found it necessary to demand at least 1c a bushel premium for the grain going to those markets.

The disinterestedness of state weighers soon degenerates into don't-care-ness. The exchange weighers are also disinterested as between buyer and seller, or between shipper and the receiving elevator; but the interestedness of the exchange itself—the general market—goes to the point of conducting its business in order to

attract business to it by the honesty of its weights and the high efficiency and low cost of the service the market can render to its patrons—the public. No body of "state" employes has ever yet developed the very highest class of service, for the obvious reason that it really has no continuing incentive to do so.

USING COUNTY FARMS.

No more practical suggestion has been made at any Illinois meeting than that of President Wayne, that the county poor farms be utilized, under the direction of the Illinois University Experiment Station, for the improvement of county agriculture. Seed corn, oats, wheat, etc., is not like high bred stock. The character of the latter remains the same in practically any environment, with due care in breeding; but the character of corn, oats, etc., changes immediately with their environment. It is, therefore, never satisfactory, and sometimes quite unsafe, to plant seed grown in another state or a distant county.

But what is the best seed to plant in a given county? Unless a seed breeder has been at work in that county, this is largely guesswork. Now, this guesswork—this testing of seed—might be turned over to the county farms, whose manager might be put under the direction and control (for that one purpose) of the experiment station in order to develop locally high-bred acclimated seed grains, which would be the best types adaptable to that county's soil, climate, etc.

It is a practicable scheme. It is practiced in Iowa and to some extent in Indiana, and to very much less extent in Illinois. The production of local public opinion on the subject can be hastened by the grain dealer more surely than by any other class of men in the country, and it is to be hoped they will take it up seriously.

FIRST IMPORTATION OF CORN.

The first importation of Indian corn on a commercial basis into the United States was contracted for on June 4. The consignment will be from Argentina, and consist of 500 English tons (20,000 bush., 5 per cent, more or less) yellow River Plate maize at 71½c., c. i. f., sound at New York, out-turn guaranteed, payment on arrival. The buyer is the Corn Products Refining Co. With a production of about 2,700,000,000 bushels of corn in the United States, the trade finds it hard to realize that any consumer should be forced to resort to purchases of that cereal from other producing countries, says the Commercial Bulletin, but these are the facts. It does not follow that the grip of this country on the grain trade of the world has been taken off by our rivals because we have imported wheat and oats and now will import corn; but it does follow that Argentina has given notice that she is in the market as a price-making factor of no little importance. With a farm growing yearly in size and in variety of cereal products, the Argentine will be hereafter the regulator-valve on price-making for the world. This seems entirely probable and plausible.

Editorial Mention.

The new amendments to the Canadian grain act are simply "worse and more of it."

The Ohio Association for the July meeting, as usual, has a splendid program, while Cedar Point has every possible attraction for a meeting place. Loosen up and give yourself a treat by attending.

Mr. Patten is famous and now is the victim to the whole gamut, from a request from an unknown female for a diamond ring souvenir of the May deal to the threat of a nomination for Congress.

Memphis has abolished the elevator dockage heretofore taken on unloading grain into elevators in that market. Thus does this old rake-off or perquisite, or whatever you wish to call this exaction, slowly but surely follow some other kinds of superstitions into limbo.

"Dollar wheat rallies" is a new Society of Equity function in the Northwest. They are of the nature of "Dutch-treat" picnics with the ulterior purpose of demonstrating at least a part of that famous truth attributed to Lincoln—"some of the people can be fooled all the time."

The rapid disappearance of the May corn "corpse," and the absence of any unpleasantness in the environs, goes far to demonstrate that the familiar prediction of very recent years that "there will never again be 25-cent corn" has so far justified itself and seems sounder to-day than ever.

The Kansas railroads have filed tariffs that require one of two grains shipped in the same car to be sacked and all to take a higher rate, of course. The Kansas Association is endeavoring to have said tariff cancelled; and in the meantime the rate itself will probably discourage bulkhead shipments in this way.

The May corners at least demonstrated to the farmer and grain dealer in the corn belt the necessity of better roads; for if the highways had been passable in spite of the continued rains, as highways worthy the name should be, a large amount of corn could have been marketed at prices that may not soon be reached again. The railways certainly did their duty in working grain to Chicago from the country.

Indiana shippers will endeavor next fall to elect a legislature that next winter will give the state Railroad Commission more power of control over the state carriers—power to compel the railroads to exchange switching for the convenience of the public or to provide physical connections; to enforce "average" demurrage regulations, and so on. The discussion of these matters in trade associations shows how much easier "politics" sit on business men's shoulders to-day than in the past,

when purely theoretical "political" questions inspired voters to action, while to-day it is coming to be the business ones only that are able to interest men in practical politics.

Take time during the dull season to have your scales overhauled by an expert. Don't give scales credit for anything but good intention unless you know their acts are honest—to yourself and your patrons. Scales are like other machines—they wear out, and like some men they go to the bad and get pretty far gone, too, before they are found out.

It depends somewhat on who pays the bills whether it is proper or not to close elevators during off-seasons. In the wheat country more particularly this is a common practice for some weeks before the new crop moves, and both the line elevator companies and the farmers' houses alike are closed to save expense when there is no grain to move. But out in Nebraska certain farmers complained to the Railroad Commission that this practice is a part of a plan to "bear" prices. What next?

Mr. Spens of the B. & M. R. R. west of the Missouri has been telling the Nebraska Railroad Commission how rates are made. He wasn't very lucid—no rate maker ever is. "Rates are made to meet conditions," he told them in Nebraska. In Montana, said Mr. Spens, "I was compelled to answer that rates are made by legislatures, by commissions, by individuals, by competition and by persons of long experience, and therefore are not based on scientific principles." That's what most people have thought—or rather they have thought with Fra Elbertus that they were "made on suspicion."

The question of charging interest on drafts against f. o. b. shipments is one that might be argued from two sides; but the action of the Illinois Association in demanding its abolition reminds one of that ancient yarn of the commercial traveler whose auditor objected to a charge for an overcoat as expense, but found no fault with a suit of clothes charged in the same account but in a different way. So the question of interest may, one cannot say that it will, be solved by a change in the manner of bidding—to a c. i. f. basis, for example; that is to say, to a bid for grain on receiver's track instead of shipper's.

About the only serious "bust" reported during the May manipulations was that of the Northern Grain Company, which appears to have dropped \$200,000, more or less, about half its capital stock, through the speculations of one of its officers six months before; so that the May "manipulations" and the "bust" were coincidental only, and not cause and effect, as one hysterical daily would have it appear. The company was organized somewhere about 1891, and according to Senator La Follette, when some years ago he was only an unofficial reformer, was the beneficiary of certain valuable railroad privileges. Mr.

Mosher, in November, 1906, testified, however, before the Commerce Commission that the company up to that time had paid only three cash dividends equal to 10 per cent each; but there was liberal melon-cutting in the way of stock distributions, so that the capital stock of about \$500,000 actually cost the shareholders only about \$275,000 in cash.

The farmers in the Northwest, who have in the past accused the elevator men of all sorts of wickedness, now that they are marketing on their own account, are learning a few things about the business. Among others they find that badly coopered cars will not go through to destination without leaks even for a pious farmer who knows it all. At Superior about 17 per cent of his cars have been found leaking, while the number of other defects of loading—bad seals, etc.—has been several times as great as the number of leaks. Success in handling grain consists not in the ability to make sensational and pessimistic speeches, but in "getting there" by intelligent and unremitting attention to details.

The floundering of the largest co-operative grain company in La Salle County, Ill., in a mire of debts, running up in the neighborhood of \$25,000 (the manager had bought December corn and sold May and sweat some blood in the process), reminds one of the remark of a shareholder of another Illinois co-operative concern, that it is convenient to have "good" men on the directory of such companies. "What?" said our friend, "not elect Blank a director again? Why, he's the best director we ever had; he's endorsed \$30,000 of our notes!" Over in Sangamon County one of the co-operative companies recently sent to Decatur for an expert accountant to look over their books. After ten minutes' rather easy work in the office he said that as far as he could see the company didn't have any books and advised the directors to take an invoice. The La Salle County concern may not have been as short on books, but probably the best thing under their circumstances, too, would be to "take an invoice" to divert the stockholders' minds for the time being.

One of the phenomena of the present age in America, that in time to come will be the perennial amazement of our posterity, is the tremendous fire loss recorded every year in the United States and Canada. It was for the month of April, 1908, \$26,669,000, compared with \$21,926,000 same month of 1907. Before the year is out it will have totaled hundreds of millions. Indeed, a very large share of American building every year is the reconstruction of buildings destroyed by fire. Nothing more surely demonstrates our national wasteful methods. Only a small percentage added to the original cost would make most buildings unburnable; yet we go on building fire-traps and operating them in a manner to guarantee their destruction long before they can have earned the cost of reproduction. As our easy insurance inspection and acceptance of risks has probably

conduced to this waste, so only the inspection methods of the mutual insurance companies or the elevation of board rates to practically prohibitive figures will cause a reform in the present habit of building "Burnupski" structures on sites that should be covered by permanent fireproof buildings.

An executive session of the House committee on interstate commerce was held on May 18 to consider the Maynard bill for a uniform bill of lading, favored by the Bankers' Association, but no reports are published of the committee's action. At any rate, no bill has been acted on in the House. An Eastern product journal says, moreover, that, "It is not believed that even the uniform bill apparently agreed upon will be final, but will be an improvement on the present loose manner of handling bills of lading. The produce people have dropped any fight on the bill before the committee, but will take up the 'perishable' bill later."

Even the Mississippi Valley is so far east as to be generally so little in touch with the Pacific Coast as a cereal producer and shipper that it is not counted in our calculations; yet Portland, Ore., and the Puget Sound ports ship abroad nearly as much wheat as New York in some years; and the great railroads of the Coast are now building immense warehouses in that country in anticipation of a still greater volume of trade—at Portland there will be by September next the "largest wheat warehouse in the United States." It is all wheat and oats now; but the experiment stations and some advanced farmers are testing their soils and climate for corn; and some day we here in the great valley may discover that even the Pacific Coast may become a rival in our own corn markets.

The co-operatives have been treading water in good shape during the past few months, as indeed have a good many buyers who haven't used their heads to the best advantage. Oats were a bad proposition to start with; then came corn, not any better; and so, as the Bloomington Pantagraph puts it for the benefit of the rural spectator, "no one could tell how to buy such stuff, and but few farmers knew how to sell it. Many of them thought it was much better than it really was. In some cases they stood for the inspection at the end of the road rather than stand the dock of 3 to 10 cents per bushel demanded by the buyer. Those returns were no less disappointing. All in all, it has been a hard year for both the buyer and seller, and in many cases they are not now the best of friends, on account of some transactions in unmarketable grain which neither could control. In not a few cases the farmer himself was to blame for it by the way he handled his grain, beginning to husk too early, putting in cribs not well enough ventilated or not well covered. Some of the corn that is yet to go to the market is in very poor condition, for the reason that the rainy weather

has prevented its drying out, and an attempt to shell it now would show it to be as bad or worse than last winter. No wonder the 'line elevators' are not buying any corn, but the wonder is that any of the elevators do."

The Illinois meeting's admirable program was largely arranged to give country shippers an opportunity to express themselves on matters that especially interested them—or what the directory had reason to believe, from the complaints on file, did interest them; and yet it was a noticeable fact that when these very questions came up for an airing in public meeting there was what seemed to be a stampede of the panic-struck country dealers, who ought to have taken the precaution to be present at those hours if at no other during the sessions. No doubt many dealers, in the quiet leisure of their offices on a dull day, can work themselves up to a feeling that they are unmercifully abused by someone; but these things can't be so very bad and burdensome, after all, if they are not worth discussing where a complaint will do the most good.

Many newspapers during May repeated the New York American's rot that "the only persons benefited by these high prices are a few conscienceless stock gamblers, who contribute nothing to civilized society, who seek to escape taxation, and whose cry now is 'Let Us Alone.'" Now, of course, "corners" are not popular, because they introduce abnormal conditions, which, for the time being, disturb trade; but the American, if it should ever condescend to talk sense at all, which is doubtful, would have difficulty in convincing the owners of the 1,525 cars of No. 2 corn that were rushed into Chicago during the last ten days of the May corner, and a lot that came along all other days, that they got no benefit from the privilege of dumping it into Mr. Patten's lap. In all this discussion of the iniquity of "speculation" it must be remembered it is not the thing itself so much as the malicious misrepresentation and exaggeration of exchange proceedings by the yellow press that make the windmills people are fighting.

A certain farmer who seemed very careless about his grain was heard to say, "What is the use of going to any trouble to keep grain clean? We get just as much for dirty grain as we do for clean." That is, alas, too true, comments the Indiana Farmer. "Grain buyers do not make any difference in price between the good, bad or worse. It all goes into the same sink and comes out a low grade. The man who brings in a load of real good corn or oats gets the fixed prices for that day, and not one cent more." This is an indictment that most elevator men know is a true one. It is a gross injustice to the farmer, who is trying to improve his grain and who markets sound, clean and dry grain of pure colors, and so enables the dealer to get the premium that the pure colors often command. The advice, therefore, of the Farmer is not an impertinence, but is

sound, to wit, that if buyers of grain would grade every load, as to quality, with the same care that the cotton buyer grades every bale of cotton he handles, and put a penalty on dirty and unsound grain, growers would soon find it to their advantage to grow better grain and market it in better condition.

E. H. Culver of Toledo hit the bull's-eye recently when he advised the Ohio farmer, with a late season facing him, to abandon the planting of the large-corn varieties, requiring from 110 to 120 days to mature, and to plant the 90-day varieties. The states of Ohio, Indiana, Illinois and Iowa certainly have had bitter enough experience with these slow-maturing varieties in recent years, however glorious the latter may be in their prime, after a perfect growing season, which has not been had for these varieties in the past six years; and it may seem to some like progressing backwards, after all the work of the corn breeders urging us onward toward the big corn and big yields; but what farmers want is not corn in name only, but merchantable corn and lots of it; and that Mr. Culver believes will be had as a normal certainty only with the 90-day varieties. Last year Ohio grew 117,000,000 bushels of corn of the 120-day varieties, but it is believed the use of 90-day seed would double that output to start with, and another gain would be that the farmer would harvest ripe grain, which itself would be a gain of millions of dollars. As the 90-day varieties will be popular everywhere this season, owing to its lateness, dealers should pay particular attention to the results in yield and quality of the two varieties in their neighborhoods.

A Chicago daily paper, with the daily newspaper's penchant for sensationalism, estimates the profits of Mr. Patten *et al.* in the May squeezes at two and a half millions, with equal losses to others, one million of the latter being charged to country dealers and elevators. Nothing, we believe, can be more fallacious than this kind of reasoning. It by no means follows that what one man makes, whatever the amount, in any legitimate voluntary transaction of buying and selling, is lost by the other party to the trade. In fact, both parties to a trade must feel that they each "make" by the trade or there would be no trading. Short selling is different, of course, but it does not follow that even a man who sells grain for future delivery and does deliver has "lost" because the market price when he delivered is in excess of what he obtains for his stuff; he may have made an excellent profit on his own purchase. As for the country elevators, one is inclined to think many of them made more than all of them "lost." Especially did those who had grain to consign when the high spots were in sight, and consigned it, pick up easy money every day. The seller to arrive is always at some disadvantage, and particularly so when demand is urgent on the bulges; but he doesn't seem to catch on to the fact as quickly as one would think after all these years of track selling.

TRADE NOTES

The Texas-Oklahoma Grain Co., Vernon, Texas, contemplates erecting an alfalfa mill and desires to hear from manufacturers of machinery.

The contract for a 90,000-bushel elevator has been awarded by the Red Wing Linseed Co. of Red Wing, Minn., to S. H. Tromanhauser of Minneapolis. The house will be ready for use about September 1.

B. S. Constant Co., Bloomington, Ill., have plans for a deep storage annex, in which can be handled all kinds of grain with one conveyor, that should prove interesting to a large number of country elevator proprietors.

The Prinz & Rau Manufacturing Co., Milwaukee, Wis., will be pleased to send descriptive circulars of their elevator separators to any of our readers. This machine is giving satisfaction in a large number of elevators and has many features that are worthy of investigation.

The Webster Manufacturing Co., Chicago, has bought a piece of property, 156x450 feet, adjoining its plant at Western Avenue and Fifteenth Street. The company has been using the property for some time, mostly for switching purposes, but may use some of it for an enlargement of the plant.

E. G. Isch & Co. of Peoria, Ill., manufacturers of Johnson's Grain Dryer and Renovator, inform us that they have just installed a plant for Schultz, Baujan & Co. of Beardstown, Ill. There are a number of these dryers and renovators in elevators and flour mills and the users express great satisfaction with the system.

J. J. Gerber, manufacturer of the Gerber Distributing Spout, will start in the fall to rebuild and enlarge his factory. This has become more and more imperative in order to accommodate a larger force for the manufacture of his loading spouts and buckets, the demand for which has increased steadily during the past few years.

Elevator owners who contemplate installing new equipment will be interested in the announcement of the Huntley Manufacturing Co., published elsewhere in this paper. The Monitor line of cleaning machinery is very complete and includes several machines for cleaning corn and other grain. The company's latest descriptive catalogue will be sent free upon request.

The annual meeting of the stockholders of the Joseph Dixon Crucible Co. was held Monday, April 20, 1908. Edward F. C. Young, George T. Smith, George E. Long, Harry Dailey, William Murray, Edward L. Young and William H. Corbin were elected members of the board of directors. The old-time officers, Edward F. C. Young, president; George T. Smith, vice-president; George E. Long, treasurer, and Harry Dailey, secretary, were unanimously re-elected.

H. W. Caldwell & Son Co. of Chicago, Ill., engineers, founders, machinists and manufacturers of elevating, conveying and power-transmitting appliances, announce that they have opened a New England engineering and sales office, room 337, Oliver Building, 141 Milk St., Boston, Mass. This office is in charge of Mr. Malcolm R. White, mechanical engineer, who will give attention to engineering propositions, inquiries and orders from the New England states.

The suggestion made by the Grain Dealers' National Mutual Fire Insurance Co., Indianapolis, Ind., that owners of elevators should pay special attention to the subject of insurance at this time, is a good one and should be acted upon. Hardly a month goes by without recording several elevator fires where the insurance is entirely too small to cover the loss. The time to attend to the matter is now, before the rush of grain causes it to be forgotten. C. A. McCotter, secretary of the

company, is prepared to give readers of this paper any information that they may desire on the subject of insurance.

Alfalfa mills are being established wherever this forage crop is grown and a considerable number of them are being equipped with the Williams Patent Crusher and Pulverizer, manufactured by the Williams Patent Crusher and Pulverizer Co. of St. Louis, Mo. This company makes a number of different styles of crushers and is prepared to figure on contracts for complete alfalfa meal plants. Those interested are invited to correspond with the company or its agents.

The Day Co., manufacturers of Day's Patented Dust Collectors and Fuel Feeders, had an interesting exhibit at the meeting of the Fraternity of Operative Millers of America at Minneapolis, Minn., June 1 to 6. The exhibit was made in the West Hotel, the convention headquarters, and included a model of a grain elevator, showing the Day System as it operates in collecting dust and removing it to the boiler room. A great deal of interest was shown by grain men and millers in the exhibit.

The Avery Scale Co., North Milwaukee, Wis., has a number of new circulars describing the good points of Avery Automatic Scales and giving the opinions of users. These scales are being used in elevators in a constantly increasing number and users are enthusiastic in their praise. The mechanism of the Avery is not at all complicated, but accurate weights are guaranteed when it is used. The company will gladly send literature giving full particulars of any type of scale to those who are interested.

The Charter Gas Engine Co. of Sterling, Ill., has issued an attractive circular showing the various types of Charter Engines for operating elevators, mills, etc., and also the different cooling systems employed. The various types range from the Open Jacket Cylinder Charter, for small elevators, to the special type for heavy work, arranged to use water from city mains for cooling. All the stationary engines sent out by the Charter company have gasoline pumps, the equipment being examined and tested by the Underwriters' Laboratory and listed by the consulting engineers of the National Board of Fire Underwriters. These engines have electric igniter, with battery or sparking device, a self-starting device is put on the large sizes and the engines are arranged for rope drive or direct-connected where desired.

At the recent convention of the Fraternity of Operative Millers of America, Wm. M. Day, manager of the Day Company, Minneapolis, addressed the millers on the subject of caring for dust and its relation to insurance problems. He said, in part, that his company's particular line of work for years has been the proper caring for the dust problem in mills and elevators, thereby not only keeping the plants clean, but preventing the possibility of explosions as well. The flouring interests refer to their first and second patent flour, he said, but his hearers would understand that everything pertaining to the Day Dust Collector was absolutely first patent. It would be found in every elevator in Minneapolis and was in use all over this country, in Canada and in England. The company had on display in the lobby of the hotel a small model of an elevator at Winnipeg, Canada, showing the Day Dust Collecting System as installed in the house. There was also in the display room of the Great Western Manufacturing Co., on the first floor of the hotel, a model of the Day Dust Collector, showing its internal construction, and all of the delegates were invited to examine these exhibits.

The sixth day of June finds the corn situation more interesting than at any time on the crop. The great enigma being—How much good corn is back on the farm? Some of the estimates I have received recently are startling in their trifling amounts. Estimates covering about 250 stations, in Iowa, Illinois and Nebraska mainly, give an

average amount back on the farm of about 10 per cent. Country points are paying more than Chicago, and local receipts will have to proceed from a limited area on account of this demand from other sections. The week ends with the farmer showing every inclination to sell. I do not advocate buying corn until such a selling wave is exhausted. So would sell on bulges for a few days. The coming run, however, will probably be of short duration, with farm offerings ceasing when futures decline. A break of 2 to 3 cents below the closing price of Friday would, therefore, be very liberal, and should entirely discount the coming increased receipts.—E. W. WAGNER.

DEATH OF A. R. MONTGOMERY.

Alexis R. Montgomery, secretary-treasurer and general manager of the Union Iron Works, Decatur, Ill., and one of the most prominent men of that city, passed away on June 2, after an illness of nearly six months' duration.

Although a native of North Carolina, having been born at Statesville on October 10, 1851, Mr.



THE LATE A. R. MONTGOMERY.

Montgomery had been a resident of Illinois since 1867, when his parents settled near Hillsboro. His education began in a private school in the South and was completed in the public schools in his adopted state. In 1873 Mr. Montgomery went to Decatur and two years later, in 1875, entered the employ of the Union Iron Works as bookkeeper. He was made secretary-treasurer and general manager of the company in 1884.

Mr. Montgomery was married to Miss Cecil Oglesby in 1874 and two children were born to the union, Miss Jessie A. Montgomery and Mrs. C. C. Nicholson. These and the widow survive him.

The deceased was a self-made man, one of the kind that the country has every reason to be proud of. Going to Decatur a poor boy, but endowed with courage and ability, he became one of the most prominent and prosperous residents of the city. At the time of his death he occupied a commanding position in the business world, but he achieved success without being removed from his fellow men. The more means he had the more he did for the welfare of the city and the welfare of those around him.

He was active in public affairs and held several positions of trust. He was a member of the first board of managers of the James Milliken University and continued a member of that body until his death. He was a member of the First Presbyterian Church, to which he contributed both time and money, being on the board of trustees.

Mr. Montgomery was a man of lofty character and his death, at the comparatively early age of 57 years, is a distinct loss to the community and more particularly to the firm he had devoted so large a part of his life to.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, June 6, 1908, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore	301,000	136,000	133,000	11,000	.....
Houston	322,000	11,000	13,000	.....	.....
Buffalo	1,916,000	516,000	1,077,000	71,000	240,000
do. afloat	.....	.....	.....	.....	.....
Chicago	4,063,000	1,890,000	3,222,000	106,000	.....
do. afloat	.....	.....	.....	.....	.....
Detroit	142,000	81,000	29,000	11,000	.....
do. afloat	.....	.....	.....	.....	.....
Duluth	2,915,000	.....	52,000	30,000	217,000
do. afloat	.....	.....	.....	.....	.....
St. William	1,611,000	.....	.....	.....	.....
do. afloat	.....	.....	.....	.....	.....
Galveston	72,000	10,000	.....	.....	.....
do. afloat	.....	.....	.....	.....	.....
Indianapolis	158,000	29,000	21,000	.....	.....
Kansas City	747,000	9,000	11,000	.....	.....
Milwaukee	237,000	33,000	42,000	.....	202,000
do. afloat	.....	.....	.....	.....	.....
Minneapolis	3,390,000	6,000	185,000	21,000	570,000
Montreal	503,000	16,000	108,000	.....	78,000
do. afloat	.....	.....	.....	.....	.....
New Orleans	83,000	131,000	.....	.....	.....
New York	975,000	97,000	565,000	5,000	63,000
do. afloat	32,000	.....	.....	.....	.....
Peoria	7,000	12,000	307,000	.....	.....
Philadelphia	384,000	4,000	84,000	.....	.....
Port Arthur	1,433,000	.....	.....	.....	.....
do. afloat	.....	.....	.....	.....	.....
St. Louis	278,000	40,000	106,000	1,000	17,000
do. afloat	.....	.....	.....	.....	.....
Toledo	228,000	111,000	145,000	1,000	.....
do. afloat	.....	.....	.....	.....	.....
Toronto	.....	.....	.....	.....	.....
On Canal	143,000	.....	182,000	.....	.....
On Lakes	1,330,000	427,000	138,000	.....	.....
On Miss. River	.....	.....	.....	.....	.....
Grand total	21,277,000	3,511,000	6,554,000	257,000	1,387,000
Corresponding date 1907	49,117,000	5,580,000	10,153,000	503,000	965,000

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending June 6, 1908, as compared with same weeks last year, have been as follows:

Articles.	For Week Ending June 6.		For Week Ending June 8.	
	1908.	1907.	1908.	1907.
Wheat, bushels	2,700,000	2,650,000	2,220,000	2,878,000
Corn, bushels	261,000	1,129,000	288,000	899,000
Oats, bushels	2,000	218,000	4,000	375,000
Rye, bushels	16,000	79,000	17,000	56,000
Barley, bushels	9,000	41,000	73,000	.....
Flour, bbls.	182,700	257,900	185,000	221,000

WHEAT RECEIPTS AT PRIMARY MARKETS.

Receipts of wheat at winter and spring grain markets for 49 weeks, since June, with comparisons, in bushels, compiled by the Cincinnati Price Current:

	1907-8.	1906-7.
St. Louis	18,313,000	15,630,000
Toledo	4,768,000	4,967,000
Detroit	1,332,000	2,293,000
Kansas City	31,944,000	40,140,000
Winter wheat	56,357,000	63,030,000
Chicago	23,146,000	30,595,000
Milwaukee	9,011,000	8,25,000
Minneapolis	69,004,000	84,500,000
Duluth	43,730,000	49,754,000
Spring wheat	144,891,000	173,109,000
Aggregate, 49 weeks	201,248,000	236,139,000

Total receipts of winter and spring wheat at primary markets 49 weeks since June, 1907, with comparisons:

	Winter.	Spring.	Total.
1907-8.	56,357,000	144,891,000	201,248,000
1906-7.	63,030,000	173,109,000	236,139,000
1905-6.	66,027,000	161,487,000	227,514,000
1904-5.	59,618,000	142,495,000	232,113,000
1903-4.	70,678,000	145,465,000	2,6,143,000

Union Pacific R. R. Co. ratified issue of \$50,000,000 bonds, and an additional \$50,000,000 of bonds may be issued by that company.

The stock of the Tait Seed Co., wholesalers at Norfolk, Va., was damaged by water from a fire in an adjoining building on May 20.

The freighter John A. McGean left South Chicago for Buffalo on May 14, with what is declared to be the largest cargo of grain ever carried by a boat on the Great Lakes, the boat carrying 402,200 bushels of wheat, loaded at the Peavey Elevator and consigned to eastern points. A record of 390,000 bushels was established two years ago.

RECEIPTS AND SHIPMENTS.

Following the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of May, 1908:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels	435,421	199,370	300,000	168,000
Corn, bushels	100,813	1,223,430	325,547	1,869,523
Oats, bushels	246,174	350,970	214	610
Barley, bushels	1,098	.....	.....	.....
Malt, lbs.	29,800	35,748	74,261	.....
Rye, bushels	2,137	.....	.....	.....
Timothy Seed, lbs.	1,025	.....	.....	.....
Hay, tons	4,518	8,981	1,401	3,772
Straw, tons	2,952	1,906	132	48
Flour, bbls.	169,467	286,689	86,503	133,772
Mill feed, tons	.....	.....	.....	.....

BOSTON—Reported by Daniel D. Morris, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels	154,273	192,225	70,576	82,507
Corn, bushels	1,081,123	1,272,498	771,854	775,753
Oats, bushels	153,406	650,020	81,039	1,149,711
Barley, bushels	262,08	438,858	140	1,200
Rye, bushels	1,030	693	.....	.....
Flax Seed, bushels	2,656	.....	24,409	30,400
Peas, bushels	4,735	2,872	.....	.....
Mill Feed, tons	1,380	1,369	10	10
Cornmeal, bbls.	2,635	2,200	2,257	1,061
Oatmeal, bbls.	7,530	3,35	6,328	2,325
Oatmeal, sacks	8,625	3,535	3,800	1,350
Hay, tons	11,200	10,020	298	455

BUFFALO—Reported by F. Howard Mason, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
1908.	1907.	1908.	1907.	

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FIELD SEED SECTION

TESTING ALBERTA SEEDS.

In Calgary there is a branch of the Dominion agricultural department which is bearing good fruit and giving results vital to the well-being of the whole country. It is the seed testing department, presided over by W. C. McKillican, B. S. A. Mr. McKillican is a graduate of Toronto University, and an honor graduate of Guelph Agricultural College.

The western branch of the Dominion seed grain department occupies exceedingly modest quarters, but no two rooms in Calgary contain anything more interesting and instructive. Every available spot is occupied. J. A. Hayes, Mr. McKillican's assistant, and his two stenographers, are hedged in by cupboards and shelves and office paraphernalia. The number of questions they are asked regarding the suitability of seeds for sowing, and furnishing the farmer with the germinating percentage of the sample forwarded, also notifying him of the presence of weed seeds, or of any other grain mixed with his sample, demands a large amount of correspondence. Since the middle of last November 4,565 samples have been received and tested, and the results forwarded to the senders.—Winnipeg Commercial.

ILLINOIS CORN EXPOSITION COMPANY.

The plans for holding a great corn show at Springfield on November 29 and 30, 1908, are being perfected, the most important and decisive step being the incorporation of the Illinois Corn Exposition Company. The new company contains upon its membership roll the names of the leading business men of Springfield, who have in the past, as they will do in the future, lent their aid, counsel and money to all enterprises that made for the advancement of Springfield.

It is now certain that the extent of the exhibit will be limited only by the capacity of the state armory building where the show will be held. Now that the company is an assured fact there is no excuse for any to stand back and wait for further developments and it is expected that everybody in Springfield will do something to help the show along.

The officers and directors are as follows:

President, D. W. Smith; vice-president, Logan Hay; vice-president, J. W. Patton; secretary, C. F. Mills; treasurer, W. F. Workman; general manager, Nicholas Roberts.

Directors—D. W. Smith, L. H. Coleman, J. A. Easley, J. W. Patton, Logan Hay, Nicholas Roberts, W. F. Workman, Albert Myers, John Bressmer, Jerome A. Leland, W. O. Converse, Edw. Keys, A. H. Rankin, J. H. Sikes and J. H. Lloyd.

THE NATIONAL CORN EXPOSITION.

While the first national corn exposition at Chicago last October was the greatest show of its kind ever held, the National Corn Breeders' Association proposes that the second annual exposition, to be held at Omaha, December 10-19, 1908, shall eclipse the first show in all respects. Not only corn, but other cereals, such as wheat, oats and barley, will be exhibited and alfalfa and grasses may also be included.

Although definite plans for the exhibits and awards have not yet been published, it is stated that the National Association will offer generous premiums on exhibits of hard winter, soft winter, durum and spring wheat and several classes of oats, rye, barley, emmer, etc. There will also be pure-bred classes of some of the leading varieties of wheat, oats, barley, etc.

Of course, the corn exhibits will be the greatest feature of the show. There will be several classes open to the world, of yellow, white and other corn, in which the awards will be liberal, ranging from \$100 or \$150 down to \$10. There will also be standard pure-bred classes and awards for the ten best samples of pure-bred

varieties. There will be classes also for boys of yellow, white and other corn, for which liberal awards will be given for the best ten samples exhibited in each class; possibly also for girls and women.

BREEDING SEED CORN.

The care with which the modern seed corn breeder selects and handles his grain was emphasized by Prof. R. A. Moore, of the Wisconsin Experiment Station, in a recent talk.

He said that the corn breeder studied the character of the stalk as well as the ear, just as one would study a man who was to be put in an important position. Each ear has its identity, just as closely as the identity of a man. For instance, there is a class of men who are always behind, never up; it seems as if they are born two or three hours late and never catch up. Then there is another class of people who are able to hold their own and keep up with the world's progress, and not only able to hold their own, but go beyond the general average, and so it is with corn.

We have some corn that is going to drop back, just as some dairy cows are a detriment to the herd; they will never catch up. So it is with corn; while, on the other hand, we have come to where we can produce three times as much good corn under the same conditions, the land plowed in the same way, cultivated in the same way and seemingly the same kind of corn at the beginning. But to come to our seed corn again. The second year we plant from our high yielding row and our whole yield is going to be high and that is how the yield rises, and that is the reason that we are getting from 75 to 100 bushels of corn to the acre, because we have thrown brains into the work; we have a thousand young men doing that, throwing brains into their work of breeding corn, and that is one reason why we are able to give you the results that we have.

THE ONTARIO BEAN DISTRICT.

Lying parallel with the north shore of Lake Erie, in the counties of Kent and Elgin, is the bean district of Ontario, Canada. This section comprises about 40,000 acres and produces, on an average, 750,000 bushels annually. Within this limited area over one million dollars' worth of beans have for many years been exported to the cities, mines and lumber camps of Canada, as well as to foreign countries. So important has this crop become as a source of revenue that the farmers regard it as of more value than the wheat, oat and barley crops combined, and to it may be attributed the making of this section into one of the most wealthy, as well as one of the most progressive, in the province.

Early in the past century a French settlement was established in North Kent, and made bean growing, in a small way, a part of their farm operations. While no shipping to outside points was attempted, so far as there is any record, much was done to prove the adaptability of the soil and climate, thus laying the foundation of the industry as it exists to-day. In 1856 Mr. Seger Handy moved into the district from New York, and, having had experience in bean growing, seized the opportunity of developing this new field in a commercial way. His first shipment was made to the United States, there being no market at that time in Canada. Several years later, as a result of the American Civil War, there sprang up a large demand for beans, and in this way the young industry got its first real stimulus.

Until recently this was our only foreign market, and on it we depended to take practically all our surplus; a duty of forty-five cents a bushel on Canadian beans now places that market beyond our reach.

Topographically, this section is almost ideal

for growing beans. The soil varies from a gravelly and sandy nature to a rich, black loam, resting upon a fairly open clay subsoil. The contour of the land is slightly rolling, thus affording excellent natural drainage. This, however, is in all parts supplemented with tile drains in the hollows and natural watercourses. While it is thus protected against a wet season, it is also protected against a dry one. Being in close proximity to the water, it is subject to very heavy dews, which are deposited from the moisture-laden air coming from the lake. Moreover, this nearness to the lake prevents extremes of temperatures, so that it seldom, if ever, happens that a crop is injured by frost, either in spring or fall.

Those unfamiliar with the growing of beans commercially are apt to think that a great deal of labor is involved. Few hundred-acre farms in the bean district, however, have less than twenty-five acres each year, and where from fifty to seventy-five acres are grown annually, as is the case on many farms, there is no more difficulty than in handling any other grain crop. The land is thoroughly cultivated in the spring, having been plowed the previous fall, to form a firm, yet mellow, seed bed and to kill as many weeds as possible before the crop is sown. Any time from May 24 to June 10 the seed is sown with an ordinary grain drill or a regular bean planter, using about three pecks per acre, in drills twenty-seven inches apart.

The main feature in successful bean growing is clean cultivation. On the best managed farms hand-hoeing is seldom resorted to. Beginning by having the land well prepared before seeding, the crop is harrowed before and after it comes up, to break the crust and to destroy any small weeds that may have started. As soon as the rows can be seen the two-row horse cultivators are kept going as often as possible until the crop comes in blossom, after which they are stopped entirely. The appearance of many thirty or forty acre bean fields about the middle of July, the plants completely covering the ground and not a weed to be seen, is an object lesson well worthy of remembering.

The crop is generally ready for harvesting in from eighty to one hundred days after planting. For this purpose a two-horse bean puller is employed. This machine is an attachment which can be put on any ordinary cultivator. It has two large knives set in a V-shape, which cuts the plants off below the ground and draws two rows into one. After the beans are pulled, a side-delivery rake is used, and eight rows are thrown into one windrow. They are then left on the ground to dry for about a week, and this is the most critical time in the handling of the crop. Turning every few days to hasten the drying is necessary. If this is done when the straw is a little damp the work is greatly facilitated by using the rake, which will turn satisfactorily twenty to twenty-five acres a day without danger of shelling. The object in curing beans is to keep the bunches or windrows from settling on the ground, which, by excluding the air, causes the grain to be blackened and spoiled. In hauling, the fork is generally used to load the beans. A few growers are using the hay loader, but the crop must be very dry when handled, and this method shells considerably and is not generally employed.

The thrashing is done with regular bean mills, made for the purpose. Some years ago the ordinary grain separator was the only machine available. This did not give good satisfaction, owing to the fact that a great many beans were broken and thus rendered unsalable. Since adopting the bean mill, the old practice of hand-picking on the farms has gone out entirely, the clay and other dirt being mostly removed in the course of thrashing, leaving the beans fit for market.

When brought into the elevator the beans are run through a grader. A small sample of ten or fifteen pounds is then taken and hand-picked, nothing but clean, unspotted, whole beans being allowed to pass. The refuse picked out is

weighed, and for every pound of such material five cents a bushel is deducted from the market price. For instance, if beans are worth \$1.40 a bushel, and a sample picks four pounds to the bushel, the farmer will receive \$1.20 for his beans. Usually they are again cleaned by machinery, after which they are supposed to pick less than two pounds, and are sold in this condition as "prime beans" to the Ontario, Quebec and western trade. The European and maritime trade demands all hand-picked beans. All hand-picking is done by women, who are generally paid three cents a pound for the dirt they pick out. They are arranged at a long table, the beans passing before them on a canvas.

At present, France is our largest foreign market, importing from us alone an average of 85,000 bushels a year. Great Britain and the West Indies also take a large quantity. Each market demands a particular variety, the small, white pea bean being the favorite in France and the home market. Great Britain calls for a somewhat larger bean, while the West Indies prefer the colored kinds, such as the red kidneys and marrowfats. All things considered, bean growing here is a profitable business. The soil and climate are so well adapted, the crop is so free from insects and diseases and the farmers have so well learned the art of handling it that a paying return is almost a certainty.—J. Hugh McKenney, in *The Country Gentleman*.

LOW-GRADE ALFALFA SEED IN TEXAS.

It is declared that Texas continues to be flooded with alfalfa seed from Germany, which not only contains much dead seed and sand, but a large variety of noxious and poisonous weeds, the worst of which are dodder, charlock and curly dock.

The following are analyses of four samples of alfalfa seed lately made by Dr. Ball of the Agricultural and Mechanical College of Texas:

Sample 123 contained 1 per cent of impurities, of which six-tenths of 1 per cent were foreign seeds. In a weighed sample of one-sixth ounce of alfalfa there were fourteen weed seeds, as follows: Yellow foxtail, 5; sunflower, 2; lotus, 3; lambs quarters, 1; charlock, 1; curly dock, 1; buckhorn, 1.

Sample 124 contained nine-tenths of 1 per cent impurities. In one-sixth ounce were eight weed seeds, as follows: Charlock, 1; yellow foxtail, 1; lambs quarter, 1; buckhorn, 2; curly dock, 1; red clover, 1; chicory, 1. The entire sample contained further two kinds of sunflowers, one mallow, wild carrot, orange hawk weed and an undetermined vetch.

Sample 125 contained 2.6 per cent impurities. One-sixth ounce contained seventy-four weed seeds, as follows: Green foxtail, 18; buckhorn, 9; red clover, 17; charlock, 1; lotus, 2; wild carrot, 3; lambs quarter, 12; catch fly, 5; dodder, 3; wild mustard, 4; dock, 1. This sample of seed, besides an enormous amount of weed seeds, contained 30 per cent dead seeds.

Sample 126 contained 5.8 per cent of impurities, of which 5.4 per cent were sand that had, apparently, been added as an adulterant. One-sixth ounce contained eighteen weed seeds, as follows: Green foxtail, 7; rib grass, 2; catch fly, 1; lambs quarter, 1; curly dock, 1; wild chicory, 1; smartweed, 2; dodder, 1, and 1 vetch.

FIELD SEED NOTES.

A farmer near the new town of Bliss, Okla., has been successful in growing red clover, using seed brought from Illinois.

The Hickory Seed Co. of Hickory, N. C., has been chartered with a capital stock of \$20,000 to do a general seed and grain business. The incorporators are R. O. Abernathy, W. J. Shuford, L. R. Sticker and A. L. Shuford.

The Ohio state corn exposition will be held at Columbus on November 23 to 26, inclusive. A premium list is being arranged and an effort will be made to make the event a notable one in the agricultural history of the state. The Ohio State

Corn Improvement Association, under whose auspices the exposition will be held, has elected V. W. Shoesmith of Columbus, president, and F. H. Owen, manager of the Marion (Ohio) Milling and Grain Co., secretary.

The Texas department of weights and measures has been investigating the sale of seeds in bulk and is reported that some dealers use liquid measures, quarts and pints, when selling seeds, thus giving the purchaser 14 per cent less than he pays for. The offending dealers have been warned to discontinue the practice.

Clover seed may be greatly damaged in three ways: By cutting when too green and immature; by rotting or sprouting in the bunch, and by heating when stacked. Testing vitality of samples of seed between two wet blotters will surprise one to see that much seed does not have over 65 per cent of vitality. Good seed should practically all grow.—Orange Judd Farmer.

S. H. Tromhauser of Minneapolis has been awarded the contract for the erection of the new 90,000-bushel elevator of the Red Wing Linseed Co. at Red Wing, Minn. The new house will be ready for use about September 1 and will take the place of the former 12,000-bushel elevator. The company's plant has been shut down for extensive repairs. The smokestack is being extended and another storehouse, adjoining the present one, to be used for barrels and linseed meal, will also be constructed.

C. A. King & Co.'s market letter of June 4 says: "Clover seed quiet, no material change. A little fresh buying. Neither bulls nor bears are aggressive at present. Play for scalping profits. Ohio report good, while it was poor a year ago. Ohio June state report makes clover prospect 98, against 66 year ago. Ohio is almost the largest clover seed producer, but has had very short crops in recent years. No official estimate in bushels has yet been made of the 1907 crop. London, England, seed dealer says the spring trade still drags on, English reds being absorbed, while the foreign are almost entirely exhausted. Clover hay promises to be a large crop, season will be early."

Under date of June 6, J. F. Zahm & Co. of Toledo say: "Clover seed ruled dull all week. There is little to be said, as the market has ruled within a very narrow range. Everybody seems to be lying low and awaiting developments. The bulls and bears are both standing pat. The former on the fine prospects for the next crop, and the latter on the price as compared with the past year or two, and also the fact that the bins were probably swept clean the world over. Chili is beginning to offer their new crop. Seed of medium quality is held at 18 and 19 cents per pound. This looks rather high as compared with October in Toledo. Reports from Canada say: 'The clover fields have wintered well, and the season since the opening of spring has been favorable. Many districts show an unusually rank growth, but it is yet too early to venture any forecast regarding the ultimate outturn of the crops, as there are many contingencies to be faced before the crop is finally harvested.' The reports from Illinois, Indiana, Ohio and Wisconsin are all of one tenor—brilliant prospects, but it depends upon the weather from now on as to whether these conditions can be carried to the finish. No recent news from Europe. The imports published at New York as seed are said to be all alfalfa. Some dealers report that the trade must not be too sanguine, as no doubt the acreage is smaller than the previous two years. We don't look for much change in the market until a little later on, until the crop is further advanced. Many prefer to sell December instead of October, as it gives them more time. It is selling about 5 cents under October. The past two seasons October was hard to fill on account of the movement being late. October closed a year ago at \$8.15. This year, if nothing happens, seed ought to move earlier than usual."

INSPECTORS' ASSOCIATION.

The field men and inspectors of the millers' and grain dealers' mutual fire insurance companies have organized an inspectors' association which will be known as the Inspectors' Association of Mill and Elevator Mutual Insurance Companies. The Association is formed for the purpose of meeting and discussing the fire hazard and kindred subjects and to aim to make insurance more safe and more economical to the patrons of the mutual companies.

F. H. Holt of the Millers' National Insurance Co. was elected president of the Association; J. J. Fitzgerald of the Grain Dealers' National Mutual Fire Insurance Co., vice-president, and Geo. E. Wilson of the Michigan Millers' Mutual Fire Insurance Co., secretary-treasurer. Meetings will be held semi-annually.

At the Chicago meeting, when this action was taken, papers were read on a number of interesting topics.

The following field men and inspectors were present: J. C. Adderly, F. M. Holt, H. I. Newnan, C. H. Cole, Millers' National Insurance Co.; Orville Davis, George E. Wilson, Edward H. Wilson, Michigan Millers' Mutual Fire Insurance Co.; J. A. Vincent, Indiana Millers' Mutual Fire Insurance Co.; J. J. Fitzgerald, C. R. McCotter, H. W. Donnan, C. O. Peters, C. B. Sinex, William M. Sloan, T. M. Van Horn, Grain Dealers' National Mutual Fire Insurance Co.; Rolla Watson, C. W. Fitzsimmons, Millers' Mutual Fire Association of Illinois; C. E. Alexander, Ohio Millers' Mutual Fire Insurance Co.; Charles Cook, H. O. Kallgress, George D. Giles, Northwestern Agency; E. P. Jones, R. G. Shaw, Southwestern Agency.

GRAIN THIEVES ARRESTED.

The railroad detectives at Buffalo on May 26 arrested three grain thieves who had a considerable amount of grain in their possession in a house occupied by them. While the officers were stacking the sacked grain on the sidewalk near the wagon, and while they were in the house getting the rest of the grain, a man slashed open all the bags on the sidewalk with a knife. When one of the detectives went up to him the man made a slash at the detective with the knife, but the detective held him off with a gun and subsequently arrested him. The men arrested are young men, all with Polish names.

The Peoria Star tells a queer story of a woman named Mrs. Henrietta Gudat, who, it is said, has amassed a fortune of something like \$40,000 by conducting a surreptitious trade in grain stolen from cars handled by the Rock Island Railway during the past twenty-five years. Richly dressed, the woman, who is a nice-looking German matron of middle age and comfortable girth, appeared recently in the police court at Peoria to answer to a charge of trespass preferred against her by the Rock Island Railway. She was fined \$10 and costs.

The case of Mrs. Gudat is one of the strangest in the history of the city, adds the Star. Although the police profess to know that she manages to pilfer as much as sixty bushels of grain a day and state that she has a miniature elevator on her premises from which she supplies regular customers to her own profit, they have never been able to successfully encompass, convict and punish her. No jury has been found that would convict the woman of stealing from the railway company, and her motherly, respectable appearance has invariably won her immunity when her case has come up for trial. The Rock Island has had spies watching the woman for years, it is said, and yet it has been almost impossible for them to procure the direct evidence necessary to a conviction. The woman complained bitterly regarding her fine on the occasion mentioned when an official passed that way. "Come, now, if I had a private elevator on my grounds I wouldn't stick at a \$10 fine," he said. And the woman shrugged her shoulders and laughed at the *pleasantry*.

ELEVATOR AND GRAIN NEWS

ILLINOIS.

A movement is on foot to establish a farmers' elevator at Sicily, Ill.

The New Holland Grain and Coal Co. of New Holland, Ill., has dissolved.

The Cornell (Ill.) Farmers' Grain Co. has been incorporated. Capital, \$6,000.

Rudy & Co., Paris, Ill., have purchased the Stewart & White Elevator at Vermilion, Ill.

Savage & Love of Rockford, Ill., have bought an improved Hall Signaling Grain Distributor.

The Farmers' Elevator Co. has completed the improvements in its elevator at Thomasboro, Ill.

The Highland F. M. B. A. Elevator Co., Highland, Ill., has increased its capital from \$25,000 to \$40,000.

Wilson & Beggs of Tinewell, Ill., are remodeling their elevator recently bought of W. F. Holtkamp.

The Neola Elevator Co. of Serena, Ill., has ordered an improved Hall Signaling Grain Distributor.

The elevator of C. L. Grimsley at Swan Creek, Ill., has been equipped with a Hall Signaling Grain Distributor.

The T. A. Brown Elevator at Lewistown, Ill., has been leased by the Baker Co. of Astoria, Ill., for \$365 a year.

The H. W. Caldwell & Sons Co. of Chicago, Ill., has purchased a Hall Signaling Grain Distributor for a customer.

A meeting was held recently in Towanda, Ill., to arrange for the organization of a farmers' elevator company at that place.

The Reliance Construction Co. has completed a new elevator at Leonard, Ill., for the Farmers' Elevator Co. Capacity, 20,000 bushels.

The Ellis Drier Co. is building a one-story steel grain drier for the Rosenbaum Bros. Elevator at 648 W. Eighty-seventh Street, Chicago, Ill.

C. Montrose Dean of Speer, Ill., has installed a Hall Non-Chokable Boot in his elevator, also an improved Hall Signaling Grain Distributor.

An Avery Automatic Scale of 1,000 bushels per hour capacity is being installed by Applegate & King in their up-to-date elevator at Atlanta, Ill.

The elevator at Isabel, Ill., which has been in course of construction for two months, owned by Bartlett, Kuhn & Co., was completed on May 15.

C. A. Burks of Decatur, has purchased the elevator at Atwood, Ill., which he will tear down, and will erect a new 40,000-bushel elevator on its site.

The Aviston Milling Co., Aviston, Ill., is putting in an Avery Automatic Elevator Scale in its elevator, the machine having a capacity of 650 bushels per hour.

Peter McDermott has torn down his old elevator at Crescent City, Ill., and on the site is building a new 30,000-bushel house. The Reliance Construction Co. has the contract.

The Farmers' Milling and Grain Co. of Mattoon, Ill., has bought the Cleveland Elevator for \$6,750. The management of the elevator will still be in the hands of J. W. Adrain.

The Mendota Farmers' Elevator and Supply Co. has been incorporated at Mendota, Ill., for \$8,000. The interested parties are John Scheidenhelm, Jr., D. G. Roder and S. F. Beetz.

The Farmers' Elevator Co. of Champaign, Ill., has been incorporated for \$5,000, to deal in grain, coal, live stock, etc. Earle Fox, H. P. Joy and James F. Cowdin are the incorporators.

A new Illinois corporation is the Neelyville Farmers' Elevator Co. at Neelyville, capital \$4,000. F. W. Lovekamp, Dick Vannier and George H. Vannier are the incorporators.

L. D. Leach & Co. are putting automatic scales in their Mt. Vernon, Ill., elevator. The scales have been supplied by the Avery Scale Co. and have a capacity of 1,000 bushels per hour.

George Stickney, owner of an elevator at Warren, Ill., is erecting one at Alworth, same state, to have a capacity of 15,000 bushels. It will be completed in time for this year's crop.

The Sandusky Elevator Co. has been incorporated at Chicago, Ill., for \$5,000, to operate elevators for the storage of grain. E. D. Lawlor, F. E. Matthews and D. F. Rosenthal are the incorporators.

The Windsor Farmers' Grain Co. has closed a deal for the purchase of Moberly & Co.'s elevator at Windsor, Ill., the consideration being \$7,000. The company will also erect a new elevator on

the Wabash Railroad right-of-way, believing there is plenty of business to keep both of the elevators busy.

The machinery for a new elevator at Crescent City, Ill., is supplied by the Weller Manufacturing Co. of Chicago. The Reliance Construction Co. of Indianapolis, Ind., is building the elevator.

The J. Rosenbaum Grain Co. of Chicago, Ill., has let the contract for transmission and elevator machinery, to be installed in its elevator at Irondale, to the Weller Manufacturing Co. of Chicago.

The recently incorporated Minooka (Ill.) Grain, Lumber and Supply Co. will either buy an elevator owned by the Truby Elevator Co., or by the Knapp Grain Co., or Winfield Brown, or else build one of its own.

A mutual elevator company has been organized by 116 farmers in the vicinity of Shelbyville, Ill.; land has already been leased and an elevator will be erected at once. It is said it will be the largest in the county.

The Farmers' Grain and Mercantile Co. is a new corporation at Brokaw, Ill., to deal in grain and general supplies. The incorporators are George J. Mecherie, Charles Christman and Dwight Dooley. The capital is \$5,000.

T. H. Greenfield is erecting an elevator at Arrowsmith, Ill., to have a capacity of 40,000 bushels and to cost \$8,000. It will be completed about the first of August. Two improved Hall Signaling Grain Distributors will be used.

W. B. Cavanaugh of Wilmington, Ill., has bought the elevator owned by Cooley & Wolcott at Bradford, Ill. He took possession May 19, and is now operating the elevator. The sale was made by J. M. Maguire of Campus, Ill.

Ralph W. King has bought of Attorney George E. Dawson the grain and feed warehouse and a small elevator at the corner of Root and La Salle streets, Chicago, Ill., for \$35,000. The buildings occupy a lot 261x133 feet.

The Arenzville, Ill., Farmers' Grain Co. has purchased the Beardstown Elevator at Hagener, Ill., and also the McElroy & Treadway Elevator at Arenzville. The consideration is about \$10,000. Possession is to be given July 1.

Improvements have been made in the elevator of the Farmers' Elevator Co. of Somonauk, Ill. Formerly there was but one dump, and when loading a car the grain had to be scooped. Now there are two dumps, two elevators and a new blower.

The Little Indian (Ill.) Farmers' Elevator Co. has let the contract for a \$5,000 elevator, to be erected at that place by July 1. The capacity will be 16,000 bushels. Chicago parties have the contract. A Hall Signaling Grain Distributor will be installed.

J. W. Cryder has sold his elevators at Bowman and Brocton, Ill., and gone to Amarillo, Texas, temporarily, for his health. He retains interest in the ice factory and in other property that he owns in Paris, Ill. While in Texas he will look after some property he owns there.

The William Murray Elevator at Seymour, Ill., is being remodeled and having an addition built to it which will give it an added capacity of 10,000 bushels. The new bins will be used for oats. A large conveyor will be installed to transfer oats from the old elevator to the new part.

Work is being pushed on the new elevator of the Farmers' Grain Co. at Doran, Ill., which is to be completed by July 1. It is to have a capacity of 50,000 bushels. The two old elevators of this company at Doran have been torn down to make room for the new one. Roscoe Farrar is the company's manager.

The Wallace Grain and Supply Co. has been incorporated at Ottawa, Ill., with a capital of \$8,000. The purpose of the company is to handle grain, lumber, coal, salt, seed and other supplies. The incorporators are M. Kiley, Mat. Gahan, Fred Roux and Louis Hess. The company will erect a grain elevator in or near Ottawa.

The Illinois Valley Grain Co. of Ottawa, Ill., of which J. N. Dunaway is president, has transferred to Henry J. Ruckrigel the Buffalo Rock, Terra Cotta and Ottawa elevators, also the Eames property at Ottawa, upon which is located the company's grist mill. The offices, cribs, grain bins and sheds are also included in the transfer. The company retains the ownership and management of the elevators at South Ottawa and Utica, Ill.

Secretary S. W. Strong of the Illinois Grain Dealers' Association reports the following changes in grain firms in Illinois since May 1: Rudy & Co. (mail Paris) succeed Stewart & White at Vermilion; A. D. Ricketts & Co. (mail Champaign) succeed Morrison & Grindley at Claytonville; American Hominy Co. succeeds Farmers' Co. at Atwood; A. D. Ricketts & Co. (mail Champaign) succeed Morrison & Grindley at Savoy; Mansfield-Ford Grain Co. succeeds Chris Feiker at Walker; J. M.

Hackley succeeds J. H. Snowden at Lerna; F. S. Weilepp & Co. succeed F. S. Weilepp at Cisco; Champion & Ashbrook succeed J. H. Snowden at Trilla; Glasford Lumber Co. succeeds J. H. Maple at Glasford; Otis C. Marvel & Co. succeed Marvel & Evans at Waynesville; Darnall & Spence succeed George H. Hunt at Waynesville; White & Catlin succeed C. F. Crow at Fairmount; Felger Bros. & Baker succeed Felger Bros. at Milmine.

IOWA.

The Northwestern Elevator at Dumont, Iowa, is closed.

The Johnson Elevator at Latimer, Iowa, is closed for an indefinite period.

The Neola Elevator Co.'s elevator at Defiance, Iowa, has been covered with galvanized iron.

Farmers at Chatsworth, Iowa, are considering the establishment of an elevator at that point.

The Northern Grain Co. Elevator at Tama City, Iowa, has been sold to N. S. Beale of Dysart, Iowa.

The Farmers' Elevator Co. of Beaman, Iowa, is putting a new engine into its elevator at that place.

Peter Hatterscheid of Corwith, Iowa, has converted his west elevator into an implement warehouse.

Frank McBride is putting up a large elevator at Hamburg, Iowa, to replace the one lost by fire on May 6.

The Trans-Mississippi Grain Co. of Odebolt, Iowa, has ordered two improved Hall Signaling Grain Distributors.

Efforts are being made to organize a farmers' company to own and operate elevators at Crooks, Roberts and Lundgren, all in Iowa.

Charles Rippe has sold his Swea City and Germany, both of Iowa, elevators to the Van Dusen-Harrington Co. of Minneapolis, Minn.

The old elevator of O. M. Johnson & Co. at Huxley, Iowa, is being moved to their new elevator and both being made into one building.

Peter Ehlers has leased his elevator in Minden, Iowa, and retired from the grain business. He had been engaged in this business for 32 years.

The Farmers' Elevator Co. of Thor, Iowa, is installing an Avery Automatic Scale in its elevator. The machine is to weigh 1,500 bushels per hour.

H. B. Dagleish has bought the Chatsworth, Iowa, elevator of Hopkins & Co., and will install a gasoline engine before the crops are ready for handling.

The Northern Grain Company closed its Traer, Iowa, elevator on June 1, and will not reopen until September. Mr. Deadman, manager, will spend some time at his home in Kansas.

E. L. Palmer, at Kalona, Iowa, who recently bought his partner's interest in their grain, coal and produce business, has sold John Frank and J. A. Fry an interest in the business.

The Farmers' Elevator Co. at Iowa Falls, Iowa, is installing an automatic shipping and receiving scale in its elevator. The Avery Scale Co. of North Milwaukee, Wis., is supplying the machine.

The Griswold, Iowa, elevator of Turner Bros., burned down some time ago, is to be replaced by a new one. The contract has been awarded to the Younglove Construction Co., and the building is to be up by July 1.

G. H. Bunton of Atlantic, Iowa, has let a contract to the Younglove Construction Co. of Sioux City for the erection of elevators at Elkhorn and Kimballton, that state. The capacity of both elevators is to be 15,000 bushels.

The Farmers' Elevator Co. of Winfield, Iowa, has given notice of incorporation. The authorized capital stock is \$10,000, and the amount issued at the commencement of business \$5,000. O. E. Wilson is president and J. W. Canby, secretary and treasurer.

The Cedar Rapids Grain Co. will doubtless soon be an assured fact at Cedar Rapids, Iowa. The principal owners will be W. Z. Sharp of Artesian, S. D.; J. F. Gloe of Sioux City and M. Schneckloff of Sioux Falls. The plan is to erect an elevator at Cedar Rapids.

The elevator at Remsen, Iowa, owned by the Western Elevator Co. and managed by P. H. Peters, and other property interests held by that company in Remsen have been bought by Barney Bunkers. The price paid was \$6,500. Mr. Bunkers is now organizing a farmers' elevator company.

The D. Rothschild Grain Co. of Davenport, Iowa, is installing automatic scales in several of its elevators. A 2,000-bushel-per-hour Avery Scale is being installed at the elevator at Downey, Iowa, and the Avery Scale Co. is also supplying two 1,500-bushel-per-hour scales for other elevators belonging to this company. The Rothschild Co. also has an Avery Automatic Scale working at its

elevator at Minden, Iowa. This elevator is being reshingled and having other repairs made.

The Forest City, Iowa, elevator, recently bought by the Van Dusen-Harrington Co. of Minneapolis, Minn., from Charles Rippe, has again changed hands. Jeska & Clauson are the new owners, and will continue the business. Mr. Jeska and Mr. Clauson were both formerly employed by Mr. Rippe, the former as manager and the latter as bookkeeper.

The Updike Grain Co. of Omaha, Neb., is contemplating the erection of another large elevator at Sioux City, Iowa. This company, one of the largest corporations of its kind in the West, operates 300 country elevators in Iowa and Nebraska and five terminal elevators located at Lincoln, South Omaha and McCook, Neb., and Missouri Valley and Council Bluffs, Iowa.

EASTERN.

A grain store is soon to be built at Hill, N. H., by Frank W. Foster.

Work has begun on the grain store of Carlos Bond at Charlton, Conn.

Amos Case's new grain building at Colchester, Conn., is progressing nicely.

The grain business of O. D. Fessenden at Brookline, N. H., has been purchased by Herbert Corey.

The Miner-Hilliard Milling Co. of Miners Mills, Pa., has recently installed a Weller Manufacturing Co. conveyor.

A grain and feed store has been opened by Henry Story in the old Carter Mill at North Scituate, Mass.

Work was started on the construction of the new elevator of E. E. Oviatt at Milford, Conn., the week of May 18.

The Oneonta Milling Co. of Albany, N. Y., has purchased from the Weller Manufacturing Co. of Chicago transmission machinery for its Oneonta, N. Y., plant.

W. E. Holder has opened up a business in grain, hay and general farming supplies at Hudson, Mass., in the store formerly occupied by R. R. Hurlburt.

The firm of Miner & Crehore, grain dealers at Chicopee, Mass., has dissolved by the withdrawal of Mr. Crehore. Mr. Miner has bought his interest and will continue the business alone.

The Marlboro Grain Co., of Marlboro, Mass., has purchased the buildings formerly owned by H. A. Hudson, who has carried on a coal business at that point for 40 years. Some of the buildings will be remodeled into warehouses for the use of the grain company.

The Taunton (Mass.) Grain Co. is having a spur run from the railroad to its property, where a large grain plant will be constructed. A delay in building operations has been caused by matters arising in the purchase of the land from the railroad company. It is believed, however, that operations will start soon.

WESTERN.

The farmers of Edwall, Wash., are making rapid progress on their elevator at that point.

It is rumored that Utah parties will erect a mill and elevator at Burley, Wash., this summer.

Cliff Soule, of Maxbass and Glenburn, N. D., is contemplating putting up an elevator at Culbertson, Mont.

The Western Lumber and Grain Co. of Lewiston, Mont., recently incorporated, will put up an elevator at that point.

The Farmers' Elevator Co. of Quincy, Wash., will hereafter do business under incorporation laws, as it has recently been incorporated.

The Alton Grain Co. has been incorporated at Alton, Nev., for \$15,000. The incorporators are G. B. Hager, M. L. Merritt and Austin Gibbons.

The Farmers' Elevator Co. of Moore, Mont., capitalized at \$25,000, has been incorporated by E. R. Thomas, L. H. Wooly, R. F. Shaw and others.

For the purpose of erecting a 100,000-bushel elevator, the Sidney, Mont., Fairview Mills are considering the merging of their business into a stock company.

A large grain warehouse at Krupp, Wash., is under construction by the Hammond Milling Co., and will be finished in time for a part of this year's crops.

The Twin Falls Grain and Produce Co. is building a 100,000-bushel elevator at Twin Falls, Idaho, to be finished in time for this year's crops. It is to be 92x100 feet and five stories high.

The Union Elevator and Warehouse Co. of Lind, Wash., has recently incorporated, with a capital of \$7,000. The stockholders are all members of the Farmers' Educational and Co-operative Union. W. B. Davis is president, and C. E. Moody

is secretary. The company will erect this summer an elevator, having a capacity of 50,000 bushels, and a warehouse 42x150 feet.

At Denver, Colo., has been incorporated the Wheatland Elevator Co., having a capital stock of \$100,000. John K. Mullen, Herbert E. Johnson and Stephen Knight are the incorporators.

A warehouse and grain elevator are being erected at Kalispell, Mont., by the Farmers' Protective Association. The elevator's capacity will be 10,000 bushels. Electric power will be used.

The Stanfield Grain and Warehouse Co. is a new corporation at Walla Walla, Wash. The capital stock is \$5,000, and the incorporators are A. J. Evans, S. C. Williams, C. B. Lane, O. Dewitt and W. J. Corkrum.

A flour mill and elevator will be erected at Twin Falls, Idaho, by J. K. Mullen of Denver, interested in elevators and flour mills in Colorado, Kansas and Nebraska, and A. H. Vogeler of Salt Lake City, Utah.

It is reported that the Royal Milling Co. of Great Falls, Mont., is erecting monster elevators at various points in the new territory being opened up by the construction of the new Milwaukee road to the Pacific coast.

The Independent Grain Co. will build a warehouse, 50x200 feet, at Kendrick, Idaho. The company is headed by local men, and this will make six grain warehouses for Kendrick with a total storage capacity of 1,000,000 bushels.

M. B. Lytle of Drake, N. D., has purchased an elevator site in Lewistown, Mont., and states that he will have his building up by the time the fall grain moves. The Montana Elevator Co. will also soon begin the erection of a large elevator at Lewistown.

The Columbus Milling Co., Portland, Ore., is adding some machinery to its plant, including grain-cleaning machinery and a Richardson Automatic Scale. The order was placed through the Portland Iron Works. The Columbia Milling Co. has a well-equipped Nordyke and Marmon mill.

The owners of the Nampa, Idaho, flour mill, built during the past year by Thomas Scott, have organized under the name of the Nampa Milling and Elevator Co. Those interested are Thomas Scott and son—T. R. Scott—and J. S. Colvin, all of Nampa; R. E. McDonald of Cedar Rapids, Iowa; W. H. Thompson and G. E. Henderson, both of Ohio. The company is incorporated for \$25,000. An elevator having a capacity of 35,000 bushels will be erected in time to handle this season's crop.

A deal has been closed whereby the building now occupied by Smith & Co. and the Idaho Paper Co. of Boise, Idaho, has been sold and Smith & Co. will erect a new six-story building, equipped with the latest machinery for cleaning seeds and grain of all kinds, and will handle seeds, hay, grain and flour. About \$10,000 will be invested in machinery alone and the building will cost from \$40,000 to \$50,000. The company will continue in its present quarters until the completion of the new building.

The Edwards & Bradford Lumber Co. of Wilson Creek, Wash., north of Spokane, has sold 100,000 feet of lumber to an unnamed company to be used in the erection of a 250,000-bushel elevator at Wilson Creek. It is reported that the same company has secured sites at Odessa and Krupp, and the Odessa plant is already under way. The Krupp plant will be next and the Wilson Creek plant the last, on account of being obliged to await changes in yardage facilities of the Great Northern Railroad, which is about to put in additional trackage for handling the business.

Culbertson, Mont., is booked for a number of new elevators. A spur will be put in by the Great Northern and three elevator sites have been granted on this railroad's right-of-way. Nordmarken & Walnum, proprietors of the Independent Elevator, will move their elevator to a new site on the spur, raise it about 14 feet and build an addition underneath, which will more than double its present capacity. A site has been granted to the Imperial Elevator Co. for an elevator, but it is not known whether this company will put up its building this summer or not. It is said that two other companies have also applied for elevator sites.

The contract has been let for the construction at Portland, Ore., of the largest wheat warehouse in the United States by the Spokane, Portland and Seattle Railroad, better known as the North Bank. The Tacoma warehouses of the Northern Pacific cover a little more ground space than the Portland structure will occupy, but they are only one story and the Portland will be two, having a capacity nearly equal to that of all the East Side grain docks now used. The contract for this monster warehouse calls for its completion by September 1, in time for the fall crop. It has been pre-

dicted that within five years Portland will be the greatest wheat port in the United States.

The Reubens-Rochdale Co. has filed articles of incorporation at Lewistown, Idaho. The capital is \$90,000, and the purpose of the organization is to conduct a general grain business similar to that of Rochdale companies in other towns. The board of directors includes L. P. Teats of Kippen; Henry Trimmons of Lookout; D. O'Brien of Melrose, and Ben Johnson of Chesley, all of Idaho.

SOUTHERN AND SOUTHWESTERN.

Hooker, Okla., is soon to have another elevator.

The Valley Grain and Commission Co. of Hot Springs, Ark., has dissolved and surrendered its charter.

The Weller Manufacturing Co., Chicago, Ill., has the contract for equipping a new elevator at Granite, Okla.

J. E. Broussard of El Campo, Texas, bought a Hall Signaling Grain Distributor for the elevator at that place.

J. J. Demmitt has awarded the contract for a \$10,000 elevator at Texoma, Okla., to be completed by July.

The Mercantile Grain Co. of Houston, Texas, which suffered a severe loss by fire on April 26, is busy rebuilding its plant.

The Liberal Elevator Co. is putting up an elevator at Optima, Okla., to have a capacity of from 25,000 to 30,000 bushels.

The Quality Mills at Austin, Texas, have recently installed transmission and conveying machinery supplied by the Weller Manufacturing Co. of Chicago.

A new Texas corporation is the Dallas Elevator Co., having a capital stock of \$20,000. The incorporators are J. R. Dawkins, Ben Hill, S. O. Scott and J. W. Webb.

The McDonald Hay and Grain Co. has been incorporated at Clarksdale, Miss., by Wilson McDonald, Walter Templeton and others. The capital stock is \$10,000.

The Kremlin Farmers' Mill and Elevator Co. has been chartered at Kremlin, Okla., with a capital of \$50,000. M. C. Jones, W. T. Jones and J. D. Acting are the directors.

The Farmers' Elevator Co. is a new corporation at Electra, Texas, having a capital stock of \$5,000. The incorporators are E. A. Dale, J. R. Brewer, W. L. Jennings and others.

Texoma, Okla., is building its second elevator for this year. C. R. Wright of Liberal, Kan., is erecting it, and it is the intention to have it ready when the crops begin to move.

Thieves entered the office of R. B. Thompson & Co., grain dealers of Salisbury, N. C., on the night of May 28, and stole a quantity of cash. They failed to find \$100 stored in an inner vault.

The T. H. Bunch Co. of Little Rock, Ark., has purchased six lots, adjoining its elevator, from William C. and James P. Fauchette. Extensive buildings will be added to the present elevator.

A company is being formed at Owensboro, Ky., for the purpose of erecting an elevator at that city to have a capacity of 75,000 bushels. Chicago capitalists are said to be interested in the enterprise.

The Foulke-Shepherd Grain Co. of Texarkana, Ark., is preparing to go out of business, at least temporarily, and is closing out its stock. The cause of this action is the ill-health of the manager, C. L. Shepherd.

The Ganado Elevator and Warehouse Co., Ganado, Texas, has awarded the contract for the erection of a rice elevator of 200,000 bushels capacity, to cost \$20,000. A warehouse of 32,000 bushels capacity will also be built.

The Washita Union Gin and Grain Co. has been organized at Mountain View, Okla., with a capital stock of \$25,000. The directors are S. Taylor, J. W. Peoples, H. T. Wanzor, F. Grubbs and John Bradley, all of Mountain View.

U. J. Warren, a well-known business man of Guymon, Okla., has organized and incorporated the Guymon Grain Co., to do a retail and wholesale business. Mr. Warren will be manager and his headquarters will be at Guymon.

The El Reno, Okla., Farmers' Elevator Co. has appropriated \$4,000 toward improvements to its plant. These include enlarging the elevator building, installing engine, three bins, dump and feed mill. The president of the company is Charles Brandley.

The Farmers' Mill and Storage Co. of Ganado, Texas, has been incorporated, with a capital stock of \$9,000. C. W. McCollister, H. H. Pound and C. W. Silliman are the incorporators. An elevator will be erected capable of handling the rice crop of that section. This is an improvement over

handling rice in sacks, which is a more expensive way.

The Farmers' Union of Smithville, Texas, will erect a warehouse in the near future. The chairman of the committee is F. H. Tally.

A new Oklahoma corporation is the Wakita Grain and Coal Co. of Wakita. The capital stock is \$5,000. L. D. Jones, J. S. Strasbaugh and S. C. Hardin of Wakita, R. A. Moore of Gibbon, and R. D. Reed of Medford are the incorporators.

Elevator B at Galveston, Texas, one of the largest grain elevators in the South, is to have a large extension made to its conveyors. The conveyor to Elevator A, at the same place, will be rebuilt. This work is to be principally of steel.

MISSOURI, KANSAS AND NEBRASKA.

An elevator is in process of construction at Atlanta, Mo.

The Duff Grain Co. has erected a new elevator at Upland, Neb.

H. Work & Co. are erecting an elevator at Kanopolis, Kan.

R. Ewbank & Co. have built an addition to their elevator at Paola, Kan.

An addition is being built to the farmers' elevator at Clarksville, Mo.

Herman Stratmann is having an elevator built on his farm east of Holyrood, Kan.

The Farmers' Elevator Co. of Murray, Neb., has voted to erect a 20,000-bushel elevator.

The Russell Grain Co. of Kansas City, Mo., is about to put in an Avery Automatic Bagger.

L. Cortelyou of Corning, Kan., recently purchased two Hall Signaling Grain Distributors.

E. H. Cramer has equipped the elevator at Shelton, Neb., with a Hall Signaling Grain Distributor.

The T. B. Hord Grain Co. of Silver Creek, Neb., recently purchased a Hall Signaling Grain Distributor.

The Lord Milling Co. of Delphos, Kan., will install an improved Hall Signaling Non-mixing Distributor.

F. Hinerman of Brookville, Kan., has just installed an Avery Automatic Scale in his elevator at Brookville.

Farmers in the vicinity of Industry, Kan., have been discussing the purchase of the Longford (Kan.) elevator.

At St. Paul, Neb., has been incorporated the Farmers' Grain and Supply Co., having a capital stock of \$20,000.

The William Kelly Milling Co. of Hutchinson, Kan., is erecting an elevator at Whiteside Station, near Hutchinson.

The Union Stock Yards Co. has let the contract for the erection of a 20,000-bushel elevator at Grand Island, Neb.

The Farmers' Elevator Co. of Crete, Neb., is erecting an elevator at that point on the Missouri Pacific right-of-way.

The Great Western Manufacturing Co. of Kansas City, Mo., has purchased a Hall Non-chokable Boot for one of its customers.

The contract has been awarded for the erection of an elevator at Nehawka, Neb., by a company of which L. H. Young is a director.

The Holmquist Grain and Lumber Co. is rebuilding its elevator at Pender, Neb., and is installing a Hall Signaling Grain Distributor.

The Glasgow Milling Co. is installing an Avery Automatic Scale of 1,000 bushels' capacity per hour in its elevator at Glasgow, Mo.

The Avery Scale Co. of North Milwaukee, Wis., recently shipped a 500-bushel per hour Automatic Scale to the Utica Grain Co. of Utica, Kan.

The Kansas State Charter Board has allowed an increase in capital stock to the Liberal Elevator Co., giving it a capital stock of \$19,000.

The transmission machinery recently installed by H. G. Adams of Maple Hills, Kan., was supplied by the Weller Manufacturing Co. of Chicago.

An elevator is in process of construction at Meade, Kan., and the work is being rushed so that it will be completed in time for the fall crop.

A. L. Crispin has bought the interest of W. W. McKinney in the elevators at Carrollton and Miami Station, Mo., and the firm is now Crispin Bros.

The Farmers' Grain and Live Stock Co. is a new organization formed at Norfolk, Neb., having a capital stock of \$25,000. Articles of incorporation have been filed. Herman Buettow is president and Charles Low treasurer. The Updike elevator and plant at Norfolk have been bought and will

be managed for the company by John Phinney of Tilden.

A farmers' grain company has been organized at Trumbull, Neb., and will build an elevator. There are said to be ninety subscribers and \$5,000 is in sight.

The Farmers' Grain, Fuel and Live Stock Co. of Alden, Kan., has installed in its elevator a Hall Non-chokable Boot and an improved Hall Signaling Distributor.

The Salina Produce Co. of Salina, Kan., is installing an Avery Automatic Scale in its elevator at Niles, Kan. The machine has a capacity of 1,000 bushels per hour.

C. E. Chandler of Wamego, Kan., has sold his elevator interests in that town to J. W. Mackin of Dorrance, that state. Mr. Chandler is one of Wamego's pioneer citizens.

Tescott, Kan., farmers are discussing the matter of putting up an elevator at that point. If they do so it will be done in time for this year's crop. Tescott already has one elevator.

Black Bros. of Beatrice, Neb., have bought of the Central Granaries Co. the elevator at Adams recently purchased by that company from the Hayes-Eames Company of Lincoln.

A farmers' grain and live stock company is being organized at Adams, Neb. It will have a capital stock of \$15,000, one-half of which will be paid in when business is started.

The Farmers' Elevator Co. of Aurora, Neb., has let the contract for the erection of an elevator at that place. The company tried in vain to make a deal to buy one of the local elevators.

An elevator will be built at Palco, Kan., to be known as the Palco Farmers' and Merchants' Elevator. The old Knakal Elevator at that place was sold on June 1 and will be torn down.

John H. Lynds, of the John H. Lynds Mill and Elevator Co. of White Cloud, Kan., has selected a site in Highland for a new \$7,000 elevator, to be the duplicate of his Fortescue, Mo., elevator.

An elevator company is being organized at Fowler, Kan., to have a capital stock of \$10,000. If present plans are carried through an elevator will soon be erected to be one of the best in the county.

Chow & Whaley of Shelbina, Mo., are about to install an Automatic Scale of 1,000 bushels per hour capacity in their elevator. The machine was supplied by the Avery Scale Co. of North Milwaukee, Wis.

F. A. Sisson has been overhauling his elevator at Stoddard, Neb., cementing the bottom and floors of the dumps and bins, rebuilding the entire inside of the elevator, putting galvanized iron on the outside and installing a new \$300 gasoline engine.

A company with a capital stock of \$25,000 has been incorporated at Farnam, Neb., to erect an elevator and conduct a grain business. The incorporators are F. O. Stevenson, H. T. McNickle, M. S. Johnson, A. McNickle, J. J. Wrin, John Dalton and Wm. Johnson.

The Central Granaries Co. of Lincoln, Neb., has purchased entire the grain, elevator, coal sheds and business of the Hayes-Eames Elevator Co. The latter company had 18 stations. The Central Granaries Co. is controlled by the Nye-Schneider-Fowler Co. of Fremont, Neb.

John Wolf and his son Fred are putting up a \$100,000 milling plant at Ellinwood, Kan., consisting of a mill building, engine house, elevator and office. The plant will be heated by steam and lighted by electricity. The mill will have a capacity of 500 barrels a day. The elevator will be 45x50 feet and 88 feet high.

The Moses Bros. Mill and Elevator Co. of Great Bend, Kan., will have an elevator at Nettleton, Kan., by the middle of July. Farmers in that vicinity have been anxious to have an elevator built, as they object to hauling their grain as far as Kinsley, as they have been compelled to do. The new elevator will have a capacity of 20,000 bushels.

The Lincoln Grain Co. has bought the Crab Orchard (Neb.) elevator from the Central Granaries Co. of Lincoln, which recently purchased it and a number of other elevators from the Hayes-Eames Elevator Co. F. L. Wicks, local manager of the Crab Orchard elevator under the Hayes-Eames management, will continue in charge for the present.

The I. M. Yost plant at Hays City, Kan., destroyed by fire last fall, is in process of reconstruction. It will consist of a 100,000-bushel elevator, which, added to the elevator remaining from the fire, will give a total elevator capacity of 160,000 bushels, and a mill of from 800 to 1,000 barrels' capacity and built of steel and concrete. The plant will be operated by the recently incorporated Hays City Milling Co., capitalized at

\$100,000, the stock in which is owned by the Colorado Milling and Elevator Co. of Denver, Colo., and I. M. Yost of Hays City. Mr. Yost will be manager of the new plant.

Steps have been taken toward the organization of a farmers' co-operative elevator company at Plainville, Kan., on account of the efforts of grain buyers to keep the price of grain down to the minimum. But as elevator men in the county offered to make a written agreement to pay as much for grain as any competing point, the outcome is as yet uncertain.

The Pratt Mill and Elevator Co. is making extensive improvements to its plant in Pratt, Kan. A steel structure, to have a capacity of about 60,000 bushels, is being added to the elevator, which already has a capacity of 200,000 bushels, and a brick addition is also being built to the mill. The office building is being remodeled and will be twice its former size.

Deals for the purchase by Omaha grain dealers of the Independent Elevators on the Great Western right-of-way have been called off temporarily. Horace G. Burt, former vice-president of the Union Pacific, has been appointed to appraise the value of Great Western property for creditors of the road. Pending his appraisement none of the company's property, including elevators, will be sold.

It is rumored that the well-known firm of Merriam & Holmquist of Omaha, Neb., is to be dissolved and succeeded by Merriam & Millard, Mr. Holmquist retiring to take charge of his 35 or 40 elevators in northeastern Nebraska. Merriam & Holmquist own two of the largest terminal elevators in Omaha. It is said that the change will take place in July. This firm is one of the best known members of the Grain Exchange and has done much to make Omaha one of the leading markets of the country. Mr. Millard is engaged to be married to Mr. Merriam's daughter.

THE DAKOTAS.

Bowdon, N. D., is to have a farmers' elevator.

The Ray Elevator Co., Ray, N. D., has put in a feed mill at its elevator.

An elevator will be erected at Peever, S. D., by the Farmers' Elevator Co.

The Powers Elevator Co. has recently put up an elevator at Edgeley, N. D.

The Sullivan Elevator Co.'s elevator at Adams, N. D., is closed for the season.

Jacob Fergan of Parkston, S. D., has let the contract for a 30,000-bushel elevator.

An elevator is in course of construction at Stirum, N. D., by private parties.

A movement is on foot at Benedict, N. D., to organize a farmers' elevator company.

The grain elevator at Corsica, S. D., has been sold by Eli Thomas to Leroy Booher.

The Imperial Elevator at Durbin, N. D., will receive a thorough overhauling this summer.

The Andrews & Gage Elevator at Edgeley, N. D., will be moved from its present location.

The Williams County Elevator and Mercantile Co. will construct an elevator at Noonan, N. D.

The Great Western Elevator Co. is making extensive improvements on its buildings at Oriska, N. D.

The Kidder Elevator Co., recently organized at Kidder, S. D., has appointed V. Tornquist as its agent.

The Farmers' Elevator Co. of Addison, N. D., will soon erect a 35,000-bushel elevator at that place.

The Farmers' Co-operative Association of De Smet, S. D., will close its elevator about the middle of June.

E. A. Brown of Bemis, S. D., is putting up a new elevator to replace the one burned down in January.

The Acme Grain Co. Elevator at Deep, N. D., has been purchased by the McIntyre & Weir Elevator Co.

The Atlas Elevator Co. is erecting an elevator on the site of the burned Van Dusen Elevator at Ordway, S. D.

The Sheldon (N. D.) Farmers' Elevator Co., recently organized, is contemplating the erection of an elevator.

Business men and farmers in the vicinity of Garrison, N. D., are agitating a farmers' elevator company.

Will Mann and Frank Hatch, of Moscow, Minn., have gone into partnership to erect an elevator near Mitchell, S. D.

The Woodman & Wik Elevator at Riga, N. D., has been sold to Raynard Neprude of Riga and Edwin Olson of Glover, N. D. Mr. Neprude will

have charge of the business. He was formerly grain buyer at Riga for the Acme Elevator Co.

John Hokanson of Hector, Minn., intends building elevators at Bowman and Hettinger, N. D.

The Empire Co. is at work on a new elevator at Webster, S. D., to take the place of the one recently destroyed by fire.

The Farmers' Elevator at Hansboro, N. D., has been opened up by E. E. McDougall, who has returned from a visit to Lakota, N. D.

L. Buege has purchased an improved Hall Signaling Grain Distributor for the elevator at Kaylor, S. D., which he has the contract for.

A. A. Truax of Mitchell, S. D., has charge of the new elevator at Kaylor recently completed by L. O. Hickok & Son of Minneapolis.

The Farmers' Co-operative Elevator Co. at Leeds, N. D., has contracted for the erection of its 60,000-bushel elevator at that place.

T. F. Miller of Plaza, N. D., has disposed of his elevator business to W. F. Deming and O. J. Torbenson. Mr. Torbenson now has charge of the elevator.

The Farmers' Elevator Co. at Fedora, S. D., is erecting a new elevator to have a capacity of 25,000 bushels, and costing \$5,000. E. W. Jones is manager and buyer.

H. U. Thomas, H. C. Whitcomb, Emil Schmid and others of Oberon, N. D., have incorporated the Farmers' Elevator Co. at that town. The capital stock is \$10,000.

The Andrews & Gage Elevator at Sanborn, N. D., has been thoroughly overhauled and has had a modern concrete foundation put in. This elevator was erected in 1881.

The Chilson Grain Co. is installing an Avery Automatic Shipping and Receiving Scale in its elevator at Bristol, S. D. The machine has a capacity of 1,000 bushels per hour.

A. J. Rieger of Wallace, S. D., has purchased sites for two elevators, one at Foley and the other at Thomas, and will erect two storage tanks having 35,000 bushels' capacity each.

The Farmers' Grain and Lumber Co. has been incorporated at Reeder, N. D., for \$25,000. The incorporators are E. B. Page of Leeds, N. D.; F. A. Ulwelling of Reeder, and N. P. Ulwelling of Leeds.

Brofy, a new town on the Bismarck-Linton branch of the Northern Pacific in North Dakota, is the location of a 25,000-bushel elevator now being erected by William Gross of Freeman, S. D.

A farmers' elevator company is in process of formation at Columbia, S. D. As much as \$4,500 has been subscribed and the project is on a firm footing. A desirable elevator site has been secured.

CANADIAN.

The Independent Elevator Co., Ltd., is a new corporation at Calgary, Alta.

The Farmers' Grain and Produce Co., Ltd., has incorporated at Vegreville, Alta.

The Western Trading and Grain Co., Ltd., is a new Canadian corporation at Cowley, Alta.

The Rosenfeld, Man., elevator of the Imperial Elevator Co. was recently destroyed by fire.

The Macleod Farmers' Elevator and Mill Co., Ltd., has been incorporated, with office at Macleod, Alta.

The Farmers' Milling Co., recently organized, will erect an elevator and mill at Duck Lake, Sask.

The North Star Grain Co. has completed its elevator at Milestone, Sask. The capacity is 25,000 bushels.

It is reported that the Grand Trunk Pacific Railway will build a 10,000,000-bushel elevator at Fort William, Ont.

An 800,000-bushel elevator at Port Colborne, Ont., is almost completed. It is expected that this elevator will be used for transhipment purposes.

The Smith Grain Co. of Stockholm, Sask., lost its elevator by fire about the middle of May. The capacity was 30,000 bushels. A quantity of grain was also destroyed.

Roblin, Man., has two new elevators, having a combined capacity of 130,000 bushels. One is owned by the British-American Co. and the other by Perrizo & Perrizo.

The Price Elevator Co., which was negotiating for an elevator site at Port Stanley, Ont., with the London City Council, has not been able to come to an agreement and may secure another site.

The Canadian Pacific Railway, for the first time in the history of the western Canada grain trade, is considering the building of grain elevators on the Pacific Coast. The matter was taken up re-

cently in Montreal at the suggestion of British Columbia parties, interested in the development of that country.

The Maple Leaf Flour Mills Co., Ltd., is rebuilding its mill and elevator at Kenora, Ont., destroyed by fire some time ago. The buildings will be completed by October and the plant ready to operate in December.

The Canadian Northern Elevator at Port Arthur, Ont., has been repaired and improved to the extent of \$50,000, and is now one of the most efficient plants in the world for handling grain. This plant can unload 500,000 bushels a day.

The Canadian Pacific Railroad is making extensive alterations and repairs to its Fort William, Ont., terminal elevator "D," which will mean an outlay of a half million dollars. Eight new scales, each having a capacity of 2,000 bushels, are being manufactured for this elevator by a Hamilton concern.

MINNESOTA AND WISCONSIN.

W. M. Ebert will build an elevator at Bowler, Wis.

The Farmers' Elevator at Zumbrota, Minn., has purchased a new gasoline engine.

It is said that an exchange elevator will be built at Prescott, Wis., in the near future.

The Northern Grain Co.'s business at Mondovi, Wis., has been taken over by the W. W. Cargill Co.

The Homestead Elevator Co.'s elevator at Sultan, Minn., has been reopened by Walter Ford, agent.

Moorhead, Minn., is again talking of a farmers' elevator proposition, and it is thought something definite will result this time.

The Elva Farmers' Equity Exchange has been incorporated at Elva, Trempealeau Co., Wis., by C. Meyer and others; capital stock, \$2,000.

Farmers in the vicinity of Barnesville, Minn., have organized the Barnesville Farmers' Elevator Co., the principal place of business to be in that city.

It is said that the New Richmond (Wis.) Roller Mills Co. is negotiating to take over the Northern Grain Co.'s property and business at Glenwood, Minn.

The farmers' elevator at Henning, Minn., is undergoing some much needed repairs. A new power engine will be installed, and the office remodeled.

It has been decided to incorporate a farmers' elevator company at Battle Lake, Minn., and to erect an elevator at once. A site has already been secured.

The Smith Grain and Feed Co. of Milwaukee, Wis., has filed an amendment with the Secretary of State changing the company's name to the Lyman-Smith Grain Co.

The National Elevator Co. at Argyle, Minn., is putting in some repairs on its plant at that point. The foundation is being raised and a new power house is being built.

The John Hokanson Grain Co. has been incorporated for \$25,000 at Hector, Minn., the incorporators being John, George and C. E. Hokanson, H. S. Deming and A. B. Anderson.

The Door County Equity Elevator Co. will erect an elevator at Sturgeon Bay, Wis., and will work in conjunction with the American Society of Equity, although a separate organization.

John P. McConnell, the remaining partner in the Eagle Elevator Co. at Eagle, Wis., has sold out his interest in the business, which is now owned and managed by Harvey Clemons.

The Security Elevator Co. will erect a new 20,000-bushel elevator at Young America, Minn., to replace the one destroyed by fire. Henry Bergmann, manager of the old elevator, will have charge of the new one.

A new Minnesota corporation is the Gibbon Farmers' Elevator Co., of Gibbon. The capital stock is \$25,000; the incorporators are William Chland, Reinhold Vorwerk, S. S. Moline, J. E. Peterson, J. W. Stark, Olof Benson and John Templin.

The Consolidated Elevator Co. has disposed of the elevator at Hawley, Minn., occupied by Andrews & Gage. The Hawley Farmers' Elevator Co. is the purchaser and the consideration was \$5,500. The new owners take possession the latter part of June.

The Northern Grain Co. has ordered closed all its elevators at Glenwood, Downing, Emerald and Cylon, Wis., and all other towns along the Wisconsin Central Railroad. Speculation on the Board of Trade in Chicago is said to be responsible for the company's difficulties. R. L. McCormick of Seattle, Wash., president of the Pacific

National Bank and secretary of the Weyerhaeuser Timber Co., was recently elected president of this company.

The M. Ryan Elevator at Luverne, Minn., has been purchased by G. C. Bundy of Trosky, Minn., who has already taken possession. For three years Mr. Bundy has had charge of the J. P. Coffey Elevator at Trosky. He has moved his family to Luverne.

The W. P. Devereux Co. of Minneapolis, Minn., has let the contract to C. E. Bird & Co., 214 Corn Exchange, that city, for three reinforced concrete grain tanks, to be about 8x65. The work is to be finished early in August and will cost \$5,000. The capacity will be 45,000 bushels.

The Powers Elevator Co. is remodeling its recently purchased elevator at Royalton, Minn. The first floor is being reinforced with concrete walls to support the twelve large bins which are built to the lower floor. A flour and feed house will be added, also an engine house.

The Kerkhoven Farmers' Elevator Co. has been incorporated, with a capital stock of \$25,000, at Kerkhoven, Minn. J. H. Lewis is president, and C. A. Wennerberg is secretary. The company has purchased an elevator for \$5,000, and will take possession of same on August 1.

Work is about completed on the new elevator plant of the Great Northern Railway Co. at Duluth, Minn. Since the fire last November the power plant has been located in a temporary shed, and the company has been somewhat hampered in furnishing power for the elevator and other plants.

S. H. Tromhauser is building a 90,000-bushel brick elevator for the Red Wing Linseed Co. at Red Wing, Minn. It will have equipment of two stands of elevator legs, two Monitor Cleaners, one Fairbanks Track Scale and two Fairbanks Automatic Scales. It will be completed by September 1.

The Harrington Grain Co. of Pipestone, Minn., has sold its elevator at that place to W. W. Fletcher, also engaged in the grain business. The new owner took possession on June 1. The Harrington Grain Co. still owns a chain of elevators in Minnesota and adjoining states, and will continue to operate them, keeping its main office in Pipestone.

McGuire & Atwood of Duluth, Minn., have purchased the site of the old Commander Mill at Superior, Wis., including four lots. The consideration is not known, but is said to be nominal. McGuire & Atwood had already bought two lots north, from the Republic Elevator Co., and the elevator tanks left from the fire are still standing there. It is planned to build a large elevator.

OHIO, INDIANA AND MICHIGAN.

The Chatterton Elevator, near Pine Village, Ind., is completed and is now receiving grain.

The Boyne City Clay Products Co., Boyne City, Mich., is erecting an elevator and grinding mill.

The Travis-Emmick Co. of Napoleon, Ohio, is erecting a warehouse, 30x90 feet, just west of its elevator.

C. E. Carpenter of Schoolcraft, Mich., has equipped his elevator with Weller Manufacturing Co. machinery.

Eberts & Bro. has been incorporated at Jeffersonville, Ind., to operate grain elevators. The capital stock is \$50,000.

Gas City, Ind., is to have an elevator. It will be put up by Kennedy Bros., grain and coal dealers of Templeton, Ind.

The new building at Monroe, Ind., which will be occupied by the Monroe Grain, Hay and Milling Co., is about completed.

Myers Bros. of Mace, Ind., are making repairs in their elevator. The Reliance Construction Co. furnished the machinery.

H. M. Hosler of Findlay, Ohio, has recently enlarged and improved his elevator and also given it a new coat of red paint.

The Ansonia Grain Co. has been incorporated at Ansonia, Ohio, for \$20,000, by T. B., E. J. and J. V. Marshall, and C. E. and H. E. Harmon.

The Reliance Construction Co. of Indianapolis, Ind., has made a set of plans for a 20,000-bushel elevator for H. H. Crawford at Mitchell, Ind.

About the middle of June Mr. Kester will begin the erection of an elevator at Casstown, Ohio. It will be four months before it will be in working order.

A new organization at Amherst, Ohio, is the Amherst Supply Co., with a capital stock of \$50,000, all paid in. William H. Schibley is president of the new company and Carl Neiding secretary and treasurer. The company has taken over the interest of Henry Kolb, where the new plant

is being installed, and the business of Mr. Schibley, including the elevator, coal and building supplies.

The Bloomingdale Milling Co. is building a 20,000-bushel elevator at Bloomingdale, Ind. The plans for the elevator were furnished by the Reliance Construction Co.

E. G. Isch & Co. of Peoria, Ill., manufacturers of Johnson's Grain Renovator and Dryer, are installing a plant for Vent & Riddle, elevator operators at Sedalia, Ohio.

George Thierwechter, operating an elevator at Kingsway, Ohio, has formed a stock company and business will now be conducted under the name of the Kingsway Elevator Co.

McLaughlin Bros. of Holly, Mich., owners of the Clyde Elevator, are building a 25x75-foot addition to their elevator, and will use same for storage purposes. It will be of cement, with iron siding.

C. M. Curlin of Delphi, Ind., has about completed a new 75,000-bushel elevator. The contract was placed with Reliance Construction Co., and Weller Mfg. Co. and B. S. Constant furnished the machinery.

Schulenberg Bros. & Weber are erecting an elevator at Mardenis, Ind., to be completed by July 4. It will not run the entire year, but only during the grain season. It will be operated by electricity.

George Malsbary and Albert Cox are at the head of a new co-operative elevator company at Darlington, Ind. At least two elevators will be erected by the concern, one at Darlington and one at Kirkpatrick, Ind.

O. J. Fatzinger has sold his interest in the Vandalia elevator at Frankfort, Ind., to John H. Stewart, proprietor of the elevator at Manson. Frank Strange will retain his interest and will manage the elevator.

The Reliance Construction Co. has made plans for a 10,000-bushel storage elevator and brick corn mill for W. A. Brown Milling Co., at Evansville, Ind. The Weller Mfg. Co. has the contract for the power transmission machinery.

The New Baltimore Elevator Co., New Baltimore, Mich., is rebuilding its elevator at that point destroyed by fire a year ago. The new building will be located on the old site and will be ready for business by the middle of July.

The firm of Rich & Harrington, operating a grain elevator at Rensselaer, Ind., will hereafter be known as the Rich & Harrington Co., as C. A. Bonner has purchased an interest in the business. Mr. Bonner will be the active manager.

T. J. Hughes of Brooklyn, Ind., is building a new 20,000-bushel elevator after plans by the Reliance Construction Co., the Weller Manufacturing Co. supplying the machinery. It will have electrical machinery in the basement for a city light system and tank on top for city water supply.

The Bryant Grain Co., capitalized at \$12,000, has been incorporated at Bryant, Ind., by C. G. Egly, of the Berne Hay and Grain Co.; Samuel H. Clase and Adelbert Crowell of Bryant, and Joseph M. Minch and Nathan H. Baker of Portland. Mr. Egly is president and Mr. Minch, secretary and treasurer.

G. H. Anderson is now sole owner of the Seymour, Ind., elevator, having recently purchased the half interest in the real estate and elevator building held by J. E. Graham. Mr. Graham has not been associated with Mr. Anderson in the grain and feed business for two or three years, but retained his interest in the property. Mr. Anderson has just had the elevator recovered.

Howard, Feltman & Rahn of Ansonia, Ohio, have sold their grain elevator, hay barn and coal yards to T. B. Marshall & Co. of Sidney, Ohio. The consideration is said to have been \$13,000. Howard, Feltman & Rahn still retain possession of the hay and coal business for three years, and have the privilege of buying grain for milling purposes only. The new owners took possession on June 1.

Jasper Dukes and V. R. Whitis will form a grain buyers' association at Moffitt, Ohio. Since the destruction of the elevator by fire, the farmers have had no opportunity of selling their grain, except to transient track buyers, and this will give them a permanent market for their grain. Mr. Whitis has been employed at Moffitt for several years by Devore & Son of Toledo, Ohio, owners of the wrecked elevator.

The English never cared for "pointers." They are born "setters," especially in the grain-buying fraternity. While American bulls are bellowing about wheat scarcity abroad, that complacent English "setter," Mr. Broomhall, cables an indifferent growl, saying: "Larger arrivals both off coast and on passage, and no demand for same." What can you do with such people, who refuse to scare or even to enthuse?

THE EXCHANGES

Chicago Board of Trade memberships are now \$50 higher, a recent transfer having been made at \$2,200.

Harry J. Smith of the Thresher-Fuller Grain Co. has bought a membership on the Kansas City Board of Trade. The consideration was \$2,200, without the transfer fee.

Clarence W. Lawrence was recently suspended from membership by the directors of the Milwaukee Chamber of Commerce on complaint of the Greenwood (Wis.) Roller Mills Company.

The Minneapolis Chamber of Commerce on June 7 voted to make No. 2 Northern wheat deliverable on all future contracts at a difference of 3½ cents a bushel. The rule goes into effect June 15. The vote was 256 to 109.

A grade of No. 1 hard winter wheat has been added to the regular grades of the Minneapolis Chamber of Commerce. The requirements are that the grain shall belong to the hard varieties of wheat, be sound, dry and clean and weigh not less than 61 pounds to the measured bushel.

No. 2 hard winter wheat is now deliverable on regular Chicago Board of Trade contracts without penalty, an amendment to this effect having been adopted recently by a vote of 382 to 67. A penalty of 2 cents a bushel was fixed against the wheat some years ago, when millers were almost as much opposed to hard winter as they now are to durum.

C. N. Bell, secretary of the Winnipeg Grain Exchange, is quoted as saying: "The transfer of the new Grain Exchange Building is completed to the Trader's Building Association, all stock for which was taken up and paid for by members of the grain exchange. The title has been issued to the Trader's Building Association, who now own the property, and the grain exchange is practically without any property. The contractors have been instructed by the Building Association to push the work of completion as rapidly as possible and the building is full of workmen. It is expected that occupation will be had about September 1. All the offices above the ground floor have already been let to individual grain firms and dealers. Steps will be at once taken to let the ground floor, arranged to suit tenants. Space has been arranged for a large trading room, 50x80, running through the two upper stories, with separate board room, council and committee room, smoking room and secretary's offices, for the grain exchange or any other grain association that the grain-dealing tenants may desire to operate under in order to form a safe and stable permanent grain market that will meet their necessities."

NASHVILLE EXCHANGE INCORPORATED.

The Nashville (Tenn.) Grain Exchange has made application for a charter, the incorporators being R. H. Works, J. A. Williams, T. M. Logan, W. Murray Hogan and H. H. Hughes.

The particular purpose is to purchase or provide a suitable building or offices in Nashville for a grain exchange, which shall have authority to enforce fair and equitable dealings and other regulations as to members; to adopt standards of classification; to disseminate useful information pertaining to grain interests in all markets; to obtain just and fair rates for shippers; to establish and advance generally the business of the grain dealers of Nashville.

RULES FOR PORTLAND EXCHANGE.

Portland, Ore., now has an active grain exchange, the Grain Department of the Board of Trade having formally adopted the rules for its government. Among the salient features of these rules are the following:

Provision is made for a committee on grain to have control of the grain department of the Exchange, to consist of five members; providing for proper applications for membership; the committee to meet regularly and special meeting to be called on the request of any two members; the grain standards established by the Chamber of Commerce shall govern all transactions; the committee may provide for an inspection and weighing department, in the meantime the inspector of the Chamber of Commerce to be the official inspector and weigher of the Board of Trade; the rules also provide how inspection certificates shall be issued, for delinquencies in delivering and receiving and defining the terms of delivery; it is specified that all sales of grain and grain products made by members of the Exchange shall be for cash on delivery.

The grain committee, which also constitutes the

quotations committee, is composed of I. C. Sanford, chairman; D. A. Pattullo, Thomas McKee, Frank G. Shull and Frank W. Swanton.

A sentiment in favor of dealing in futures has developed and a committee has been appointed to investigate the matter and report on it. The personnel of this committee is as follows: Gay Lombard, A. Berg and J. E. Murphy.

A PROPOSED GRAIN EXCHANGE.

It is possible that the grain exchange of Lincoln, Neb., which has been more or less quiescent for some time, will again become active as the result of a movement to centralize the commercial interests of the city in a board of trade or commercial exchange. The grain, coal and lumber trades would form the basis of the proposed exchange, but it is probable that every business interest in the city would be represented.

Recent changes in railroad rates are said to be responsible for the movement at this time. The Commercial Club has under way at the present time a subscription for a building fund. About \$7,000 has been subscribed. At least \$35,000 will be needed. Lincoln grain men at one time offered to go in with the Commercial Club on this sort of a proposition and erect a large office building, which would serve as a board of trade, a club house and an office building. Should the "board of trade" scheme be pushed to fulfillment some such building as this would probably be one of the results.

ENJOINED FROM EXPELLING MEMBER.

A decision of unusual interest was rendered recently when the court of appeals made permanent an injunction granted by the trial court preventing the Kansas City Board of Trade from expelling the Moffatt Commission Co. from membership.

The controversy which brought about the original action for an injunction to prevent the expulsion of the Moffatt Commission Co. was the selling of a car of grain to the company by Goffe, Lucas & Carkener, grain dealers of Kansas City, for which the commission company refused payment. The sale was made in 1903 and the car was destroyed in the big flood of that year while standing on the railroad tracks in the West Bottoms.

Payment was asked on the grounds that the car had been delivered, and was refused on the opposite grounds. Upon the continued refusal to make payment, action was brought against the Moffatt Commission Co., in which the board of trade asked the company to appear and answer charges of unprofessional conduct. Before the charges were heard, the injunction was asked by the grain company and granted, and upon further hearing made permanent. The decision of the superior court sustains that of the lower court.

COMMISSIONS AT CINCINNATI.

Owing to the fact that complaint had been made that commissions had not been applied uniformly, resulting in demoralizing local conditions, a general meeting of the wholesale grain trade of Cincinnati was held on the floor of the Chamber of Commerce June 5, W. W. Granger acting as chairman.

The commission charges are supposed to be 50 cents a ton for hay, 1 cent a bushel for wheat, corn and rye and one-half cent a bushel for oats. Of late there have been numerous complaints that these charges were being shaded. There is a considerable element that is opposed to any change, claiming that the conditions surrounding sales are different, and that the commissions for some sales ought not to be as large as those for others which involve more work.

One of the suggestions made was that there be instituted a daily "call" on the floor of the Change, at which the hay and grain be placed on sale. This would result, its advocates say, in establishing a stable market, and the quotations sent to the country bidding for shipments after the session of Change each day would be uniform.

After considerable discussion Chairman Granger was authorized, by a resolution unanimously passed, to appoint a committee of five to investigate and devise some means of establishing uniform charges, as well as report on the "call" feature.

Wheeling & Lake Erie R. R., owing \$28,000,000 of debt, placed in hands of a receiver. Illinois Tunnel road defaults in payment of interest on its bonds, and the Chicago South Side Elevated road passes a dividend on its stock. These items of a day are mentioned with regret, but they reflect the industrial stagnation and commercial unrest that may ultimately affect the value of cereals—as in 1893-6. Such conditions should be recognized by prudent and careful merchants.—Pope & Eckhardt Co.

COMMISSION

A. J. White, of the Chicago Board of Trade, has been in northern Wisconsin on a fishing trip.

Chas. W. Buckley, the Chicago oat trader, and Harry Day, the New York exporter, sailed for France June 10. They will also visit Holland.

Hugh C. Rose, a stock and grain broker of St. Louis, Mo., recently filed a petition in bankruptcy. The liabilities are given at \$23,472 and assets at \$200.

George A. Seaverns, Jr., who has been identified with the grain trade of Chicago for very many years, has become connected with the Armour Grain Co.

A. G. Tanton, connected with the Farmers' Grain Co. of Devils Lake, N. D., has sold his interest in that concern and will devote his entire time to his commission business in Minneapolis, Minn.

Henry G. Goemann of Toledo, former president of the Grain Dealers' National Association and one of the best known grain men in the country, was married to Miss Edith Philo of Chicago on June 6.

The Norris Grain Company of Chicago, Ill., has been incorporated with a capital stock of \$50,000 to carry on a general grain commission business. The incorporators are James Norris, M. Meeklenberg, J. R. Custer.

Burt Marx, a Chicago commission man, who has been trading in oats on a large scale, ordered his trades transferred to Kidston & Co. on June 8. It is understood that he got on the wrong side of the spread between corn and oats.

T. C. Linek, for the past nine years engaged in the grain brokerage bus'ness at St. Paul, Minn., with the firms of C. H. F. Smith & Co., Logan & Bryan and Henderson, Bassford & Co., has retired from business and will take a needed rest.

John J. Keller, who has been in the cash grain business in Chicago, Ill., for a number of years past and who has served as a director of the Chicago Board of Trade, will remove to Los Angeles, Cal., where he expects to go into the brokerage business.

E. W. Wagner, well-known grain commission merchant of Chicago, Ill., has taken over the commission business of S. H. Greely & Co. J. H. Eversole, who had charge of the local business for the old company, will continue in the same capacity under the new order.

The Mollett Grain Co. of Toledo, Ohio, has been incorporated, with a capital stock of \$35,000, by Chas. W. Mollett, W. W. Edwards, R. B. Crane, Alex. L. Smith and Sylvester Lamb. The company, which has been operating the Maine laws, with headquarters at Frankfort, Ind., has several elevators on the Clover Leaf in Indiana and owns a mill and elevator at McClure, Ohio. The headquarters will be moved to Toledo.

Lloyd J. Smith, a former prominent member of the Chicago Board of Trade, recently filed a petition in bankruptcy. His liabilities are given at \$11,419 and assets at \$246. In 1900 he was indicted six times by a grand jury on the charge of shipping grain without canceling the warehouse receipts. The jury disagreed in the first trial and on the second the jury gave a verdict of not guilty. Mr. Smith is now acting as salesman.

Following close on the failure of the firm of Thomas A. McIntyre & Co. of New York City, Thomas A. McIntyre was indicted by the grand jury on charges of larceny in the first degree. The specific charge aga'inst McIntyre was based on the claim of Ellen Sedgewick of Hartford, Conn., that a certificate for sixty shares of United States Steel common, which she placed with the firm as trustees to have a portion of it transferred to a nephew, was put up as collateral by the firm for a loan on its own account. Mr. McIntyre gave \$25,000 bail and was released.

Frank P. Frazier will retire from the firm of Bartlett, Frazier & Carrington July 1, after which date the firm will be known as Bartlett, Patten & Co. The present firm expires by limitation July 1, having been organized July 1, 1903, for a period of five years. The men who will retire besides Frazier are William T. Carrington and William F. Zeller of New York. John F. Grier, another partner, retired some time ago. The new firm will be composed of William T. Bartlett, James A. Patten, George W. Patten, H. J. Patten, C. B. Pierce, all members of the present firm. In addition, George E. Fuller, who has charge of the cash oats department, and William E. Hudson, of the cash corn department, will be taken into the company. William H. Bart-

lett, the senior member of the firm, has been in the grain trade since 1870, and James A. Patten, who has a reputation as the king of grain traders, has been actively engaged in the grain business on the Board of Trade since 1881.

Edwin S. Rosenbaum, secretary of the J. Rosenbaum Grain Co. of Chicago, recently lowered the time for walking the distance from Milwaukee to Chicago and incidentally won a prize of \$1,000 offered by his father-in-law, M. Born, besides clearing up several bets made with his friends on the Chicago Board of Trade. The distance traversed was 95 miles and the time was 43 hours and 31 minutes from the Pfister Hotel at Milwaukee to the doors of the Illinois Athletic Club.

S. H. Blackwell has sold his interest in the Merchants' and Farmers' Bank at Friend, Neb., to accept the position of secretary of the Updike Grain Co. of Omaha, Neb. The business of the Updike Grain Co. has been growing rapidly and it has been necessary from time to time to add to its organization. The company now owns terminal elevators at Lincoln, McCook, Missouri Valley and South Omaha, besides about 100 country elevators. Mr. Blackwell, who was vice-president of the bank at Friend, will make his home in Omaha.

The announcement was made early in June that the Northern Grain Co. of Manitowoc, Wis., would close its affairs and go out of business. Unauthorized speculation and mismanagement resulting in losses was given as the cause. The company operates two grain elevators in Manitowoc, with a capacity of over 3,000,000 bushels, and also owns elevators in Illinois, Iowa, Wisconsin and Minnesota. It is expected that the closing of the elevators will probably be temporary only, as the property is too valuable to long remain idle, but the Northern Grain Co. will not be reorganized.

It is up to J. F. Zahm & Co., the red letter firm of Toledo, Ohio, to get out an attractive advertisement for their bald-headed customers. A recent card which they have mailed their friends has a hairpin attached and the following in Good Queen Anne English: "If you once get it into your head how much our service means to you, you'll never want to make a switch. We believe in good service, quick returns and right treatment. We've grown gray making good along this line and know there's nothing false about our policy." As we said, that's all right for the laity, but how about the bald-headed?

A FOREIGN PRICE CHECK.

The great producing country of South America is slowly but surely becoming an important competitor of the American grain production, and what is more to the point the evidence is in the direction that that country is coming to be a regulator of domestic prices to some extent.

The high prices of oats and corn has brought Argentina into the domestic situation as a supply source to check the abnormal advances in these commodities as a result of bull speculative activity. The American Cereal Company, we are informed, is using Argentina oats in its Akron factory and will export the manufactured product under the drawback privilege.

The rumor was stated a day or two ago that the Corn Products Company would import corn from South America and to that extent lessen the demand for the cash article delivered to Patten in his deal. It is, of course, general knowledge that this rumor was denied by the company, but this does not stultify the fact that such a move was possible. In fact, press advices were to the effect such a move as the importation of Argentina corn was contemplated by the refining company, but the advance in the domestic price was still under the level that would permit the importation of corn. The company, however, was in a position to take advantage of a favorable relative price position. Samples of the Argentina product had been received, analyzed and the value of its manufacturing properties determined.

During the black rust epidemic and the high prices that ruled in wheat during the speculative excitement the possibilities of importing wheat was seriously considered. The fact that we had the Canadian Northwest to draw upon militated against the country to the south of us, but even this in a way emphasizes the point intended that Argentina with its wheat, corn and oats serves as a regulator against a too exorbitant appreciation in values in this country and Canada, also, in the matter of wheat when that country has a crop.

While we are still an export nation and our prices must, in a measure, be regulated by the world-wide supply and demand, when there is an independent price movement within our own borders beyond reasonable ground the great producing sections to the north and to the south of us loom into prominence as a check on the manipulative powers of the big traders.—Market Record.

PERSONAL

C. F. Schoen of Buford, N. D., now has charge of the elevator at Cortlandt, S. D.

Walter McGee is now employed by the Cornwall Elevator Co. at St. John, N. D.

John B. Linde has charge of the Adams Elevator at Decorah, Iowa, this season.

Clarence Webster of New Sweden, Minn., is assisting in building an elevator at Klossner.

J. C. McPeek of Gayville, S. D., now has charge of the McCaull Elevator at Elk Point, that state.

J. L. Butler, grain buyer for the elevator at Fostoria, Iowa, has resigned. He will leave about July 21.

Grant Hague has bought the elevator half a mile south of Bethany, Neb., on the Missouri Pacific road.

J. S. McEltyre, a grain man of Melvin, Iowa, left that town on April 3 and nothing has been heard of him since.

O. E. Dahl has resigned his position as manager for the Revere Elevator Co. at Revere, Minn., and is succeeded by E. Fairchild.

Fred Hein, assistant manager of the State Elevator Co. at New Germany, Minn., who resigned some time ago, is back again at his post.

M. W. Gorman succeeds A. L. Johnson as grain buyer at the C. E. McGowan Elevator at Wilmot, S. D. Mr. Johnson has gone to Minneapolis.

At Wabasso, Minn., Henry Meyer of Lamberton has taken charge of the farmers' elevator in place of John Arends, who has gone back to his farm.

The elevator at Berne, Kan., managed by Al Garber of Sabetha, Kan., has closed for several months, and Mr. Garber has returned to Sabetha.

C. R. Moulton has resigned his position as manager of the Farmers' Elevator at Canton, S. D., to take effect July 1. Chris Sandvig will take his place.

E. E. Swan has resigned as manager of the Monarch Elevator Co.'s business at Stewart, Minn. The Monarch Co.'s Swanville manager takes his place.

John F. Kippen has resigned as agent for the McCabe Bros. at Glasston, N. D., and has connected himself with a lumber company at Hamilton, that state.

J. M. Roberts has returned to Sabetha, Kan., from Stoddard, Neb., where he has been engaged building an elevator. He will put up an elevator at Murray, Neb., next.

Walter Upshur, manager of the Chesapeake & Ohio grain elevator at Newport News, Va., has started on a trip through the West to look over the grain situation in the interests of the railway.

J. M. Buscher now has charge of the Lyon Elevator at Turtle Lake, N. D., in the place of Herbert Johnson, who resigned. Mr. Buscher has moved his family to Turtle Lake from Mooreton, N. D.

H. W. Glade has been transferred by the Powers Elevator Co. from Dickey to Dawson, N. D., where he will have charge of that company's business. His brother, C. T. Glade, succeeds him at Dickey.

Mc C. Starrett has been elected manager of the Farmers' Grain Co. at Marathon, Iowa, to fill the vacancy caused by the resignation of Richard Olney. Mr. Starrett is one of the company's directors. The change will take effect on July 1.

A. J. Wolbrink, new agent at Butler, S. D., for the McCall-Webster Elevator Co., left that town on the afternoon of May 24 and his whereabouts are still unknown. He walked to Bristol and from there took a train to Andover. His resignation was received by the general manager of the company, and was postmarked Andover.

Vanaker Whitaker, formerly manager of the Whitaker Grain Co., St. Joseph, Mo., has broken down mentally and been taken to the State Hospital. Worry over business affairs is the cause. The business of the grain company suspended three years ago, at the death of George Whitaker. Mr. Whitaker then engaged in business in Kansas City, which resulted in the loss of his means. His health failed from that time. He is a county charge at the hospital.

The Wisconsin Grain and Warehouse Commission at Superior has inspected more than 8,000,000 bushels of grain since it took hold on the first of the year.

IN THE COURTS

The T. H. Bunch Grain and Elevator Co., Little Rock, Ark., has begun action against the Midland Elevator Co. and Moore Grain Co. for \$378.50, loss on under-grade oats and corn delivered on contract.

S. Zorn & Co. of Louisville filed a bill in the Chancery Court on May 26 against the Tennessee Grain Co., alleging that defendant contracted to purchase 2,000 bushels of corn, and breached its contract after the grain had been shipped to Nashville. Complainant seeks to recover damages to the amount of \$155.

Herb Bros. & Martin, Pittsburgh, on May 26, obtained a verdict against the B. & O. R. R. Co. for \$784.43, the value of certain cars of hay and grain destroyed by floods in March, 1907, while the property was in the hands of the Railroad Company. A number of similar suits are still pending in the courts of Pittsburgh and Ohio.

The Star Grain and Lumber Co. of Topeka, Kan., is suing the Santa Fe R. R. Co. in the District Court, Topeka, for damages in the sum of \$2,290, on sixty-two counts, on account of the alleged failure of the railroad to provide cars for grain shipments offered. In the cases cited in the petition some of them allege that cars ordered and paid for October 27, 1906, were not delivered until December 1.

A permanent injunction has been issued restraining the Farmers' Elevator Co. of Armour, S. D., from erecting an elevator on the site assigned them on February 12 by the Milwaukee Railroad Co. The injunction issued under an act of 1902, which expressly forbids the erection of an "elevator, warehouse, flouring mill or manufactory within 100 feet of any existing structure." The company will build on another site.

The Brook-Rauch Mill and Elevator Co. has filed a complaint with the Commerce Commission, alleging that the I. M. & S. R. Co. has granted rebates to the T. H. Bunch Grain and Elevator Co. in the form of direct undercharges on freight and free facilities for manufacture and shipment. Specifically the Brook-Rauch Co. charges that the Railway Company built the elevators in Little Rock and Argenta for the Bunch Company a number of years ago and has collected only a nominal rental for them, and has refused to give the same facilities to the complaining firm, notwithstanding a legal rate was offered, it is claimed. Discrimination is alleged to have been shown in this refusal.

Judge Munger at Omaha recently overruled the demurrer of the U. P. R. R. Co. in an action brought by the Merriam & Holmquist Grain Company for damages in the sum of \$17,352.12 for discrimination in elevation charges. The court said he "is of the opinion that when it becomes necessary to determine whether a rebate paid to one shipper as an elevation charge under conditions which are not similar to the conditions under the elevation charges are refused to another, a discrimination is shown, and it is a question which the Interstate Commerce Commission is given exclusive jurisdiction to determine and it may be that if upon the trial of the case it should appear that the conditions are not similar."

Judgment in favor of Ed. Doyle was rendered at Georgetown, Ky., on May 14, against Out & Blackburn for \$299. Mr. Doyle claimed that certain wheat held in store in the defendant's elevator was contracted to be kept in a special bin. The lot was the residuum of his crop he was unable to take care of. He claimed that the grain he himself kept was sowed and came up all right, while that sold from the elevator to farmers did not come up, and this he claimed was due to its not having been properly handled and cared for. In the same court, three claims were brought against Mr. Doyle by farmers who had bought this wheat which had failed to grow. In each of the suits verdicts were rendered against him in favor of the complainants; and by the suit against the elevator people he is indemnified for all these claims.

The unique restraining action of Samuel Longbine against Augusta Pappert and her husband, filed in the Superior Court several weeks ago, at Evansville, Ind., was settled recently when the court issued a decree enjoining the Papperts from planting corn on twelve acres of ground they possess by mortgage, but which virtually belongs to Longbine. There are nineteen acres in all in the land described in the contention. Longbine asked the court to prohibit the Papperts from planting corn on the land on the claim that it was injurious to the property. The Papperts, however, broke seven acres of the land for corn

planting purposes before Longbine filed his complaint. The court, therefore, could not restrain them from doing what they had already done, but ordered the defendants to refrain from planting corn on the remaining twelve acres of land they have temporary possession of.

Bartlett, Frazier & Carrington, Chicago, have begun suit against the First National Bank, Chicago, for \$25,000, moneys paid out by the bank on 135 sight drafts made by R. L. Walsh, the firm's former agent at Reddick, Ill., after he had been discharged from the firm's employ. Walsh on the witness stand confessed to signing without authority 81 of the said drafts. The drafts were made through the state bank at Reddick and originally suit was begun against that institution, but was dismissed.

The Wisconsin Central Railroad is defendant at Milwaukee in an action now in the U. S. Circuit Court of Appeals, wherein judgment was rendered in the trial court against the company for \$17,000 fine for making concessions of half a cent a bushel on barley shipped from Minneapolis to Lake Michigan ports. The facts in the case are similar to those in the case against the Omaha road in which the fine of \$20,000 imposed by Judge Morris was affirmed by the court on May 25. In the Wisconsin case the elevating charges at the point of shipment (Minneapolis) were refunded, while in the Omaha case the elevation charges at the lake ports were refunded. Counsel for the Wisconsin road argued that this difference in the facts of the two cases is important since it is the common law duty of carriers to load shipments. The Wisconsin Central was found guilty on seventeen counts and fined \$1,000 for each. Burton Johnson, general freight agent, also was convicted of violating the law and was fined \$2,000, and George T. Huey, assistant general freight agent, was fined \$1,000. The concession was made to the Spencer Grain Company of Minneapolis, from whose elevator the grain was shipped. It was the custom of the company to absorb elevation charges on grain originating west of the Mississippi. The grain was transferred to the Wisconsin Central cars either from foreign cars or from the elevator. The cars were then switched five or six miles to the defendant's tracks and thence carried to lake ports. The consignees, lake port firms paid the freight, and thereafter a claim was made for elevation charges of one-half a cent a bushel, which the company paid. The published tariff on file with the Interstate Commerce Commission is 7½ cents a hundred pounds. It is claimed by the Government that the absorption of the elevation charges constituted a rebate.

By an unanimous opinion, handed down at St. Paul on May 25, the U. S. Circuit Court of Appeals affirmed the lower court judgment fining the C. St. P. M. & O. ("Omaha") R. R. Co. \$20,000 for granting rebates to the Spencer Grain Co., Minneapolis, and H. M. Pearce, St. Paul, general freight agent, Omaha line, \$2,000. It appears from the record that the Omaha road had previously made contracts for through shipments from Minneapolis to Buffalo and other Lake Erie ports via the lakes, making its own arrangements with the navigation companies. This proved unsatisfactory and was abandoned. It was then found impossible to get business for over-the-lakes shipment without absorbing the elevation charges at Duluth and Superior. Shipments were accordingly consigned to Duluth or Superior, where the shipper paid the cost of transferring the grain from the cars in the lake vessels. Under an understanding with the Railroad Company the shipper subsequently made a claim against the road for these elevation charges, which were thereupon refunded. It was contended by the defendants that the same practice obtained in its business with all shippers over this route, and that therefore there was no discrimination and no violation of the spirit of the law. It was also contended that this practice was made in good faith, and that there was no criminal intent. In answering this argument, the court calls attention to the fact that the Omaha road had filed its tariff of 5 cents a hundred pounds and never published or filed any schedule showing that it absorbed the elevation charges on over-the-lakes business. This published schedule remained unchanged until after the transactions involved in the indictment. The legal rate of 5 cents a hundred pounds was in each of the instances first paid by the shipper to the railroad, and afterwards the shipper made a claim for elevation charges of one-half cent a bushel, which was repaid to it by the railroad. The fact that all shippers of grain from Minneapolis over the Omaha to Buffalo were treated alike in this respect, the court says, does not alter the legal effect of what was done. The offense aimed at is the secrecy with which the refund was made.

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ARBITRATION DECISIONS.

Following are decisions by the Texas Grain Dealers' Association's appeal committee:

The Howe Grain and Mercantile Co., appellant, vs. Terminal Grain Company, appellee. Appeal from the decision of the arbitration committee:

In the above cause, an appeal from the decision of the arbitration committee of the Texas Grain Dealers' Association, the executive committee is of the opinion that the arbitration committee should be sustained in holding that the Terminal Grain Company had a bona fide contract for the purchase of five thousand bushels of corn from the Howe Grain & Mercantile Committee.

The committee further holds that the Howe Grain & Mercantile Company had no right to cancel the contract.

The committee finds that the Terminal Grain Company, at the date it purchased the five thousand bushels of corn, could have purchased the same at a sum not exceeding \$50 above the price agreed in the contract between the parties. It is, therefore, ordered that the Howe Grain & Mercantile Company pay to the Terminal Grain Company, at Ft. Worth, Texas, the sum of \$50, market difference in the price of the five thousand bushels they purchased.

It is further ordered that the costs of appeal in the sum of \$10 be assessed against the Terminal Grain Company and that the appeal fee deposited by the Howe Grain & Mercantile Company be returned.

It is further ordered that the arbitration fee of the Terminal Grain Company of \$10 be returned to said Terminal Grain Company.

G. J. GIBBS,
L. G. BELEW,
J. T. STARK,
H. B. DORSEY.

Attest, H. B. Dorsey, Secy. Committee.

Doggett Grain Company, appellant, vs. Purcell Mill & Elevator Company, appellee. Appeal from the decision of the arbitration committee:

In the consideration of the above-styled cause, the executive committee is of the opinion that the award made by the arbitration committee is in error, and the action of the arbitration committee is hereby reversed and judgment rendered in favor of appellant for the sum of \$9, being the advance in market price of one car of corn chucks, containing three hundred sacks.

The executive committee holds that the appellee should have given notice of their intention to cancel the contract for one car of chucks at least twenty-four hours before cancelling same. The committee is of the opinion that the Purcell Mill & Elevator Company waived its right, when it shipped part of this contract after the expiration of the time for shipment, and that by this action consented to the extension of time for instructions and shipment.

It is, therefore, ordered that the Purcell Mill & Elevator Company pay to Doggett Grain Company, at McKinney, Texas, the sum of \$9 and that the appeal fee of \$5 and deposit fee of \$5 be returned to the Doggett Grain Company and that the sum of \$5 additional fee, costs of appeal, be assessed against the Purcell Mill & Elevator Company.

J. A. HUGHES,
L. H. BELEW,
H. B. DORSEY.

Attest, H. B. Dorsey, Secy. Committee.

From the above decision J. T. Stark and G. J. Gibbs dissent, holding that the Purcell Mill & Elevator Company had a right to cancel as to the last car of chucks.

J. T. STARK,
G. J. GIBBS.

The following is a decision of the Tri-state Appeal Committee of Kansas, Oklahoma and Texas:

The Enid Wholesale Grain Co. vs. W. P. Brown & Company. An appeal from the Arbitration Committee of the Oklahoma Grain Dealers' Association, March 3, 1908:

J. H. Shaw being interested in this case, this matter was referred to H. Work and R. M. Kelso, the other two members of the committee.

The question of this appeal is one of price only, the Enid Wholesale Grain Co. claiming that the price of corn in Memphis about October 28 should be 62 cents per bushel instead of 65 cents per bushel as found by the original committee, or a penalty of 5 cents per bushel on 1,000 bushels, instead of 8 cents per bushel, as was found by the original committee.

We, your committee, must assume that in the original investigation the question of the price was gone into more fully than is disclosed by this investigation. It appears, however, to the committee, from such evidence as is submitted, that the price of 65 cents per bushel was about correct; at least, it appears to us that without further evidence we could not be justified in disturbing this price fixed at 65 cents per bushel.

We, therefore, confirm the original findings and confirm the decision of the Oklahoma Board, and instruct that the Enid Wholesale Grain Co. pay to W. P. Brown & Co. \$80, the amount of the original award, and that the costs of this appeal be assessed against the Enid Wholesale Grain Co.

R. M. KELSO, Fort Worth, Texas,
H. WORK, Elsworth, Kan., Committee.

ARBITRATION APPEAL DECISION.

The Coates Grain Co., Wichita, Kan., plaintiff, vs. Kelly Bros., Corwin, Kan., defendants.—Before the arbitration committee of the Grain Dealers' National Association, on appeal from the Kansas Grain Dealers' Association:

The evidence in the case shows that the plaintiff bought of the defendant a certain quantity of corn at a certain railroad station in the state of Kansas. There is no question between the parties as to the contract in all its particulars. The defendant defaulted on said contract, and it became necessary for the plaintiff to purchase the corn of other parties and at other points, to fill the contract. The amount claimed by the plaintiff, as damages against the defendant, for nonfulfillment of contract, according to the evidence, covers the actual loss to the plaintiff by reason of the nonfulfillment of contract. The award made by the Arbitration Committee of the Kansas Grain Dealers' Association under date of April 12, 1907, appears to this committee to be in all its essential points a fair and just disposition of the case, and the same is hereby affirmed.

H. S. GRIMES, Chairman,
C. C. MILES,
E. M. WASMUTH,

Arbitration Committee G. D. N. A.

The following is the award in the above entitled case made by the Kansas Grain Dealers' Association Arbitration Committee, from which appeal was taken:

In the above entitled cause it has been shown that while defendant was in plaintiff's office, the said plaintiff purchased from defendant 5,000 bushels of corn to be loaded at Hazelton, Kansas, and shipped to Colorado via the A. T. & S. F. Ry., during the month of November; that a written confirmation of this purchase and sale was made and signed by both parties; that the defendant defaulted and failed to ship any grain within the time specified; that plaintiff extended the time and warned the defendant that loss would result unless shipment was made; that defendant promised shipment would be made within the extended time; that defendant again defaulted, and plaintiff found it necessary to go into the market and try to buy for defendant's account a sufficient quantity of grain to fill said contract; that plaintiff succeeded in buying a part of this grain at 2 1/4 cents per bushel loss, a part at 3c per bushel loss, and being unable to obtain the balance at equal advantage, succeeded in cancelling the remainder at 3c per bushel; that this extra effort in the interest of defendant cost plaintiff \$6.35; that the total loss to plaintiff amounted to \$150, which loss defendant refused to pay, alleging that the condition of the weather and shortage of cars prevented shipment, and that settlement should be made on a basis of market values east, and submitted Wichita market quotations to sustain his contention.

Rule 12 of our National Trade Rules reads: "The word terms shall mean that the weights and grades of a shipment shall be determined in the market agreed upon at time of sale." The confirmation in this case specifies that the destination shall be in Colorado, and that destination grades shall govern. Hence, it naturally follows that if Colorado inspection shall govern the grade, the Colorado market must necessarily determine the difference between the contract price and the value of like grain at the close of the extended time limit of this contract, and that the only market to be considered in this case would be the market to which the grain bought was to be moved.

Further investigation of the evidence presented shows that Hazelton, the point at which this grain was to have been loaded, is one of a limited number of stations that enjoy an exceptionally low rate to Colorado, and that because of the Colorado demand, grain loaded and shipped from these stations enjoying this favorable rate was much higher relatively than the general markets would indicate or allow. Evidence further shows that to have bought in this grain from stations not enjoying this favorable rate would have resulted in greater loss than it now is.

This committee does not believe that the condition of the weather or shortage of cars was a valid excuse for defendant's failure to fulfill contract, and inasmuch as the evidence shows that the plaintiff bought in a part of this corn and cancelled the balance at as low and favorable

price as could be obtained, it is the opinion of this committee that the plaintiff is entitled to the full amount of its claim, of \$150, and that said amount should be paid to plaintiff by defendant, and that the costs of arbitration, amounting to \$5, shall also be assessed against said defendant.

Witness our hands this the 12th day of April, 1907.

J. A. PRIBBLES,
C. A. SMITH,
K. G. D. A. Arbitration Committee.

BENEFIT OF GOVERNMENT CROP REPORTS TO FARMERS.

Are government crop reports a benefit to farmers? This question is occasionally asked by some of our correspondents, and others.

The government crop reports are especially valuable and beneficial to farmers, who are benefited by them both directly and indirectly. All farmers benefit by them in an indirect way, but only those who read these reports and "keep posted" by them are benefited in a direct way.

It is well known that speculators and large dealers in farm products do not depend entirely upon government reports for information concerning crop conditions. They have traveling agents and correspondents (usually local buyers) throughout the United States, who keep them posted; and the large buyer or speculator, in return, gives to these local buyers or correspondents information in regard to general conditions. These local buyers know the conditions of crops in their vicinity better as a rule than the average farmer, because it is their business to keep well informed. The farmer cannot, by refusing to report for his locality the condition of crops, prevent buyers or speculators from knowing the condition of the crop. But how about the farmer, if government crop reports, which are made up largely by and for him, should be discontinued? He may know very well the condition of crops in his own locality, but he must depend upon reports of others, in the newspapers or otherwise, for the conditions of the entire crop. Prices in his local market are influenced as a rule more by the condition of the whole crop than by local conditions. The entire wheat crop of his county may be destroyed and prices be low, if the entire crop is large, or his county may have a bumper crop and prices be very high, if the entire crop be short.

Some private crop reports published in newspapers are honestly prepared and more or less reliable; on the other hand, misleading crop reports are frequently sent throughout the country to affect prices in the interest of speculators. Does the average farmer know which reports are reliable and which are sent out to mislead? The government reports are intended to enable farmers to keep themselves informed as to the general conditions. The question then resolves itself to this: Does it benefit the farmer to "keep posted"? If comments upon the question are desired it may be discussed in a future article.

But even those farmers who do not keep posted are indirectly benefited by the publication of government crop reports; for these reports check and lessen the injurious effects of false reports sent out in the interest of speculators. As a police and constable force tends to check but not entirely prevent crime, so government reports check but do not entirely prevent the circulation of false and injurious reports.

The more certainty there is as to the supply of and demand for a crop the less hazard or speculation there is in the business of distributing the crop, to the benefit, in the long run, of both producer and consumer.

Large manufacturing firms, agricultural implement or hardware companies, who neither buy nor sell farm products, are much interested in the prospects and conditions of crops. This knowledge enables them to distribute more economically their wares, sending much to sections where crops are good and farmers have the power to buy, and less to sections of crop shortage, and therefore with less buying power. Few farmers realize how much is saved by the even distribution of wares which they buy, which is secured from a knowledge of crop prospects. In this saving, farmers in the long run are benefited.

Many farmers in the West know by sad experience how they may lose many dollars by a decline in the price for their grain because railroads had not furnished sufficient cars to haul the grain away. It is important to railroads to know the probable size of crops in the country in order to provide sufficient cars to ship the grain. The more nearly they can learn the size of the crops the better able are they to move it economically. Here, again, in the long run, farmers are indirectly benefited by the cheaper distribution of the crop, due to better information of crop conditions.—Crop Reporter.

THE CO-OPERATIVES

The Hopeton Elevator Co., Hopeton, Okla., has declared a dividend of 60 per cent on 1907-8 business.

The Ferguson Grain and Mercantile Co., Ferguson, Kan., has declared a dividend of 60 per cent on 1907-8 business.

The Farmers' Elevator Co. of Canby, Minn., handled 200,000 bushels of grain of last crop and declared a dividend of 5 per cent on the year's business.

The Lignite Farmers' Elevator Co., Lignite, N. D., earned \$366.02 on business of 1907-8 to May 1. The company has resources of \$13,584.45, but owes \$5,994.82.

FARMERS' ELEVATOR ASSOCIATION.

A meeting of the representatives of farmers' elevators was held at Breckenridge, Minn., on May 19. Many addresses were made, among which were those by Hon. Henry Feig, supervising inspector of county elevators of Minnesota, and Mr. Dunn, who represents a commission house which makes a specialty of sending him about the country to tell the farmers that the elevator men are in league to rob the farmers of "thousands and thousands of dollars." As a talkfest the meeting was a "grand success."

PRACTICAL CO-OPERATION.

The Orange Judd Farmer, which has done its share to befuddle farmers on this fad of co-operation, having had its eyes opened as to one phase of the folly, in a recent issue said:

"The recent split in the American Society of Equity illustrates the difficulty in making national organizations of farmers really effective. Orange Judd Farmer does not propose to go into the merits of the case. Suffice to say that the organization members deposed the president and founder, Mr. J. A. Everett. There was much bitterness and an unnecessary amount of talk. Mr. Everett at once started a rival organization, which he calls the Farmers' Society of Equity. Now, instead of the farmers pulling together there is the beginning of a factional fight which, in all human probability, will eventually destroy the usefulness of both societies.

"To what extent is either of these associations responsible for the nightriders who are terrorizing Kentucky and Ohio tobacco growers? That movement was all right so long as it sought by legitimate means to co-operate in selling tobacco, but the moment it took up with violence, assault, robbery, fire and murder, it was wrong. The supremacy of law and order must ever be maintained!"

INVESTIGATING COTTON CASE?

Cotton trading interests in New York City were given a pronounced shock on May 19 when it became known that forty-six members of the New York Cotton Exchange had been subpoenaed to appear before the Federal grand jury of that district. Among those answering the call were all the members of the board of managers of 1905 and also many members of the trade revision committee of the past few years. While no official statement as to the purpose or scope of the investigation could be secured, it was stated on excellent authority that it had to do in an immediate sense with the case of Edwin S. Holmes, who was dismissed in 1905 from the associate chiefship of the Bureau of Statistics, Department of Agriculture, after "leaks" in the crop reporting system of the government had been investigated by the secret service agents. One of the aims of the government now, it is believed, is to obtain additional evidence with a view to reopening the case and entering upon active prosecution.

The feature of the happenings of May 19, which created the biggest stir in the cotton trading circles, however, was a demand made by the grand jury, through District Attorney Stimson, for the production of the books of the Exchange members summoned. From this many cotton traders gathered the idea that the investigation has a purpose beyond the discovery of additional evidence bearing on the Holmes case. Whether or not the Exchange firms will produce their books without being compelled to do so through court proceedings depends, for with the purposes of the inquiry now fully defined, it is believed that strong objections will be made. The grand jury oath, however, will prevent conferences in regard to the matter.

CROP REPORTS

The grain yield in Idaho last year was 5,000,000 bushels, or 100,000 bushels more than the previous year.

The last report of the Oklahoma State Board of Agriculture placed the average growing condition of winter wheat at 87.7 per cent.

The Iowa weather bureau report, issued early in June, stated that a great deal of corn would have to be replanted as a result of floods and washing.

The Michigan June report makes the wheat condition 93, as compared with 70 a year ago. Corn condition is 84, against 63 a year ago; oats, 89, compared with 83; rye, 92.

While rains have retarded farm work in Tennessee somewhat they have, on the whole, proved beneficial, and wheat and oats promise large yields. Corn is coming on satisfactorily.

The flood damage to crops in Texas is estimated at \$3,000,000 by former President Belew and Secretary Dorsey of the Texas Grain Dealers' Association. They estimate the loss in Oklahoma at \$2,000,000.

Reports by the railroads and elevator companies indicate that conditions in western Canada are all that could be desired. Wheat is making a good growth and barley and oats seeding are practically completed.

In a special report, dated June 3, E. J. Smiley, secretary of the Kansas Grain Dealers' Association, places the condition of the wheat crop at 75 per cent. Howard says his reports indicate a crop of 90,000,000 bushels.

The New York Commercial Bulletin says that reports on the condition of spring wheat in Minnesota and the Dakotas are exceptionally flattering and that nothing but unforeseen misfortunes can prevent a bumper crop.

Corn planting in Indiana, while delayed by wet weather, was practically completed by June 1 and the acreage is believed to be as large as contemplated early in the season. Reports for the state are for the most part optimistic.

Illinois farmers have taken advantage of the favorable weather conditions and during the last fifteen days much corn has been planted. Dryer's Bulletin, published at Champaign, says that the stand appears to be good and that much of the corn is of the earlier varieties. Oats are making good growth. Wheat harvesting has commenced in some of the southern counties.

Kentucky June crop report was bullish. Wheat condition, 84. May, 99. Year ago, 82. Wheat condition in Kentucky during May declined fifteen points. Crop in 1907 was about nine millions, an average. Corn 77 year ago, when it improved by October to 94 and crop turned out 93,000,000, against 105,000,000 in 1906, their largest crop. Oat condition 78, against 79 year ago, but they only raise four millions.—C. A. King & Co., Toledo.

C. A. King & Co., Toledo, summarize Missouri June report as follows: "Wheat condition, 84; May, 93. Year ago, 80. Corn, 77. Wheat condition declined nine points in Missouri during May. Too wet. Excessive straw growth. Some sections say it is now lodging. Other sections suffered from rust and Hessian fly. Harvest in about ten days. Missouri last year raised 29,000,000 bushels, a short crop. Corn condition, 77, against 74 year ago. Acreage planted 82, compared with 78 year ago. They raised 232,000,000 in 1907. About ten per cent had to be replanted the second time. Many fields must be cultivated the next few days. Oat condition 87, against 90 in May and 75 year ago. They raise only twenty millions of oats."

Snow's crop report, as given to the trade June 2, suggests 450,000,000 bushels winter wheat, 280,000,000 bushels spring wheat, a total of 730,000,000 bushels, against 634,000,000 bushels harvested and returned by the government last year. The crop of oats is estimated at 1,000,000,000 bushels on the basis of his returns. His report says: "Acreage of winter wheat standing for harvest, 30,482,000 acres, against his estimate of 26,860,000 harvested last year. Average condition is reported at 88, against 90.9 May 1. During May there was some loss of condition in Kansas and Oklahoma, due to unfavorable weather and a growing appreciation of the injury from Hessian fly. Harvest is under way in the extreme South and will be earlier than normal over the belt generally. Spring wheat acreage is estimated at 17,565,000 acres, against 17,231,000 last year. Weather conditions have been exceedingly favorable, and acreage condition is 93.5, against 86.5 last year. Acreage of oats, while

much larger than that harvested last year, is hardly up to the normal area of recent years, being estimated at 30,713,000 acres. Condition of the crop is high in the Northwest, but rather low in the Ohio valley, where too much rainfall during May caused some loss on low lands. The average is 89.9, aga'inst 81 at this date last year and a ten-year average of about 90."

The government June report indicated a condition of winter wheat of 86, a loss of 3 points from the May 1 showing, but compared to only 77.4 on June 1, 1907, 82.7 on June 1, 1906, and a ten-year mean average of 81.1, which, using the popular basis of computation and the May 1 area of 29,744,000 acres, promises a yield of 444,000,000 bushels. The condition of spring wheat was given as 95, with a sown area of 17,710,000 acres, or 631,000 acres greater than the sown area on June 1, 1907. The crop in sight in the Northwest is 290,000,000 bushels, the total for the nation being approximately 734,000,000 bushels, or about 100,000,000 bushels more than the total crop harvested last year.

The following table shows the percentage of the United States acreage in the principal winter wheat states, the condition on May 1, 1908; June 1, 1908; June 1, 1907, and a ten-year average:

Pct. Ac'ge in States.	Condition				
	1908-07.	1908.	1908.	1907.	Years.
Kansas	19.4	84	78	60	78
Indiana	9.2	94	92	78	74
Illinois	7.8	94	88	89	76
Nebraska	7.6	87	86	80	86
Missouri	7.5	92	84	84	83
Ohio	7.0	91	92	80	76
Pennsylvania	5.3	88	92	92	86
Oklahoma	4.5	92	85	61	83
California	3.3	60	65	75	77
Texas	3.1	88	84	44	74
Michigan	2.9	90	91	75	72
United States....	100.0	89	83	77.4	81

The general average condition of oats was given as 92.9, compared to only 81.6 on June 1, 1907. Using the sown area—31,644,000 acres—and the popular basis of computation, a yield of approximately 1,056,000,000 bushels is indicated. This is the largest prospective yield in the history of the nation, the largest previous crop being 988,000,000 bushels in 1902. Last year's outturn was only 754,443,000 bushels, although the indications on June 1 were for about 924,000,000 bushels. The sown area shows 193,000 acres less than that of June 1 last year.

The following table gives the percentage of the 1907 showing on oats, sown acreage, and the condition for June 1, 1908; June 1, 1907, and a ten-year average:

Acr. Pet.	Acres,	Condition June 1—				
		of 1907.	1908.	1908.	1907.	10 Yrs.
Iowa	101	4,545,600	97	85	94	
Illinois	96	3,984,000	89	86	88	
Minnesota ...	106	2,682,000	96	89	92	
Nebraska	101	2,549,000	91	85	91	
Wisconsin	100	2,350,000	97	87	91	
Indiana	92	1,671,000	89	85	86	
Ohio	97	1,552,000	92	83	86	
Michigan	96	1,409,000	90	75	89	
South Dakota	103	1,365,000	97	89	94	
North Dakota	106	1,399,000	98	89	93	
New York....	99	1,196,000	94	87	90	
Kansas	91	994,000	85	30	77	
Pennsylvania ..	100	1,003,000	95	82	86	
United States....	99.4	31,644,000	92.9	81.6	88.9	

The Minneapolis Market Record, in its issue of June 4, says that the crop outlook in the Northwest is unusually promising. The acreage of wheat is about the same as last year, with an increase in spring wheat and considerable falling off in durum. Last year about 25 per cent of the wheat acreage was durum. Oats and barley acreage is somewhat larger, with considerable decrease in the flax acreage in Minnesota and South Dakota. Condition of crops on June 1 was considerably above the average throughout Minnesota and the Dakotas. There is some apprehension in Southern Minnesota and along the Red River Valley of damage from too much moisture, but that will speedily give way should good weather prevail for a while. Acreage and present condition in the Northwest, as shown by reports to the Market Record in reply to some 2,500 inquiries sent out to its regular correspondents, appears to be about as follows:

PRESENT CONDITION AND CONDITION A YEAR AGO.

(The figures of a year ago are those of the Department of Agriculture.)

	Wheat.	Corn.	Oats.	Rye.	Barley.	Flax.
Minnesota ...	102.0	87.7	101.1	96.1	100.2	95.9
Last year....	85	89	86	86	86	...
North Dakota...	108.7	96.4	106.7	98.6	105.4	105.4
Last year....	90	89	92	90	...	...
South Dakota...	104.7	98.2	102.9	105.2	102.5	102.7
Last year....	93	89	93	99	...	...

	Spring Wheat.	Durum Wheat.	Total
Minnesota	102.7	78.6	96.6
North Dakota.....	102.3	91.2	99.5
South Dakota.....	101.5	94.6	99.8
	Oats.	Rye.	Barley.
Minnesota	104	98.8	106.3
North Dakota.....	103.3	101.8	109.9
South Dakota.....	101.3	96.6	109.1
			102.4

HAY AND STRAW

Winfield, Kan., is to have an alfalfa mill soon.

New England promises a large hay crop this season.

Hay promises a bumper crop in Clinton Co., Ohio.

The new alfalfa mill at El Dorado, Kan., is ready for business.

The Texas-Oklahoma Grain Co. of Vernon, Texas, will soon erect an alfalfa hay mill.

The Clinton Alfalfa Milling Co. of Clinton, Okla., received its first load of alfalfa on May 9.

The Commercial Club of Red Cloud, Neb., is raising funds for the erection of an alfalfa mill.

Plans are being made at Dodge City, Kan., for the establishment of an alfalfa mill at that place.

C. Reager intends to install an alfalfa mill in connection with his flour and grist mill at Bessie, Okla.

The American Hay Co. of New York has been given a big contract for hay from the United States Government.

J. J. Canavan, manager of the Thomas Milling Co. of Thomas, Okla., announces that he will build an alfalfa mill at that place.

The Quenemo Milling Co. of Quenemo, Kan., contemplates putting in an alfalfa meal plant, which it expects to operate this season.

The new alfalfa mill at Aline, Okla., is now completed and the machinery is being installed. It is expected to begin operations about June 20.

There is talk of putting in an alfalfa mill at Glascow, Kan., since so many such establishments are proving successful at different points in that state.

H. D. Nichols and J. W. Garrison have decided to put up a \$7,000 or \$8,000 alfalfa mill at Garnett, Kan. The Commercial Club of that town may furnish the site.

The McDonald Hay and Grain Co. has been organized at Clarksdale, Coahoma County, Miss., by Wilson McDonald, Walter Templeton and others. The capital stock is \$10,000.

The Carter Hay Co., having a capital stock of \$16,000, has been incorporated at Westfield, Ind. The directors are Albert Carter, Fred W. Carter, Raleigh P. Carter and Harry J. Carter.

A new corporation is the Colorado Alfalfa Products Co. of Denver, Colo. The incorporators are Bryan C. Haywood, Charles F. Best and Julian H. Moore. The capital stock is \$100,000.

Reports from Kansas state that this is a great alfalfa year and that the first crop, from what was sown last year, is as heavy as that usually taken from a two or three year old field. The alfalfa harvest is early this year.

The Lamont Alfalfa Milling Co. of Lamont, Okla., has been organized with a capital stock of \$20,000. Harry Tucker is president and L. Thompson secretary. The company is erecting a plant which will be ready to operate in July.

The Bryant Supply Co. has been incorporated at Bryant, Ind., to buy and sell hay, coal, cement, etc. The capital stock is \$6,000, and the directors are C. G. Egley, Joseph Minch, Albert Crowell, Samuel H. Clase and Nathan H. Baker.

and which now commands, in some instances, one-half of what was asked for it shortly before.

Negotiations for the establishment of a hay market in Appleton, Minn., have been completed by C. F. Ireland, and that place will hereafter have a permanent market for good hay at any time of the year.

It was reported on June 5, from New York, that a more deplorable condition in the hay market would be impossible to find. There were then 1,500 cars at the terminals and in the shed awaiting delivery. On June 3 the Erie put an embargo on it, and it was a question what was to become of the old hay at the prevailing prices. At that time rye straw was holding up well, as the supply was limited, and it was taken about as rapidly as unloaded.

A comparison of the value of the three leading crops, corn, hay and cotton, for six years is as follows:

	Corn.	Hay.	Cotton.
1902	\$1,017,017,349	\$542,036,364	\$501,897,135
1903	952,868,801	556,376,880	660,549,230
1904	1,087,461,440	529,167,625	652,031,636
1905	1,116,696,738	515,959,784	632,298,332
1906	1,166,626,479	592,539,671	721,647,237
1907	1,336,901,000	743,507,000	578,000,000

Total \$6,667,571,807 \$3,479,527,324 \$3,746,423,570

Announcement is made that the opening of the coming grain season will witness the entry into the Inland Empire of the Kerr-Gifford Co. of Tacoma, Seattle and Portland. A deal has been closed whereby the Kerr-Gifford Co. secures the business of the Kettenbach Grain Co. of Lewiston, Idaho, south of Spokane, one of the largest grain dealing concerns in eastern Washington and Idaho. The Kettenbach Co. operated 14 warehouses on the Northern Pacific, and these are all taken over by the Kerr-Gifford Co. The deal is of importance to Tacoma in that it extends the field of operations of one of the heaviest grain buyers there and will increase the importance of Tacoma as a grain shipping point.

Chas. A. Tappan of Oklahoma City, Okla., has contracted to erect an alfalfa meal mill at Altus, Okla., to have a capacity of four tons per hour—two tons alfalfa meal and two tons corn chops. This mill is expected to be in operation by September 15. The plant will be equipped with a McEwen Compound 150-horse-power Engine, manufactured by the Ridgway Dynamo & Engine Co., a 150-horse-power, 150-pound-pressure Walsh & Weidner Boiler; Williams Alfalfa Meal Mill, Guant Feeders, Stephens-Adamson Mfg. Co.'s transmission machinery and Ladew's Hoyt-Brand Flintstone Belting. Mr. Tappan has the contract for a complete plant. The buildings will be of wood, covered and sided with heavy corrugated galvanized iron. This is the fourth plant of this style that Mr. Tappan has sold.

Fifty thousand dollars is the capitalization of a company organized at Sunnyside, Wash., southwest of Spokane, to build an alfalfa meal mill. The incorporators are C. M. Scott, cashier of the First National Bank, Sunnyside; R. C. McCredie, assistant cashier of the bank; Lee A. Johnson, president of the First National Bank; T. C. Williams; D. J. Kelly, druggist, and H. D. Holsinger of Omaha. Mr. Benninghoven, projector and constructor of successful alfalfa meal mills of Kansas and Nebraska, said he has investigated all the large alfalfa districts in the United States, and believes Washington surpasses any other as a promising field. The machinery has been ordered and the mill will be in operation on this year's crop. The plant will have a capacity of five tons an hour. It will require 10 men to operate it, and if the business demands it the plant will be run night and day. The mill will ship to the West and to Alaska.

HAY AT PITTSBURG.

The receipts of hay this week have been larger than can be readily handled at this time of the year, and prices have suffered accordingly. The bulk of the receipts are parcels of inferior hay, two kinds in one car. The market is still in the air, some cars of hay selling below value, especially mixed hay and grassy timothy. Shippers seem to have bought more low-grade hay in the last 30 days for shipment at the wrong time than they have done in the past few seasons.

It is expected that the prevailing low prices will curtail shipments considerably, and shut out the lower grades, since they cannot be sold for the first cost of the hay without the freight and baling, and farmers will find it to their advantage to feed the stained and musty hay to the horses they use in harvesting the coming crops, as the demand for this grade in the several cities is about over.

Prairie hay is dull and neglected. Clover and clover mixed not wanted. A few cars of the best

timothy are still selling at quotations, and will continue to do so after the new crop is harvested, but the off grades will not be wanted now or then, with enough good hay to go around.—Pittsburg Hay and Grain Reporter, June 6.

WASHINGTON'S HAY BUSINESS.

There is a large surplus of hay in eastern Washington, so large, in fact, that many growers had given up hope of being able to dispose of their crop this season, said a Seattle paper in May, but the placing of large orders for export means that a portion of this surplus will be shipped out of the state by the time the new crop becomes available.

A large export hay business was once enjoyed by Puget Sound exporters, but owing to the exceedingly high prices that have prevailed on hay for the last eighteen months, few such orders have been placed in the state. Prices have been so high that even the Government has been unable to use our forage in the Philippines in any quantity. While temporarily high prices of hay may have been beneficial to the growers, in the long run a great and permanent injury has been done in allowing prices to get so high that the valuable export business went elsewhere.

This business is now returning, not of its own accord, but because stocks are unavailable in California, owing to crop failures. Once export connections are re-established, it is to the interests of every exporter and hay grower in the state to see that these relations are maintained. Hay raising is a profitable business in this state. Fostered by a good demand, the industry will undoubtedly steadily develop. At reasonable prices, surplus Washington hay can find a market in foreign parts.

BUMPER HAY CROP.

The largest hay crop in the history of the country is predicted for this year. The interest in wheat and cotton is so great that the importance to the country of a good hay crop is not fully recognized. Its value each year is over half a billion dollars, and it was the second most valuable crop grown in the United States last year, outranking wheat and cotton and exceeded by corn only. Hay has the unique distinction of being the only agricultural product approaching it in importance which is never sold for future delivery and that is absolutely dependent upon the daily fluctuations of supply and demand for its price. Large users of hay do not know from one day to another what price they will have to pay. The position hay occupies in reference to other crops is shown in the table below, embracing the latest government estimate, which was made in April, as follows, and it is compared with the average annual value of the same crops for the five years, 1902-06:

Crop—	Average
Corn	\$1,337,000,000
Wheat	\$1,068,000,000
Oats	554,000,000
Barley	477,000,000
Rye	335,000,000
Buckwheat	287,000,000
Flaxseed	102,000,000
Rice	23,000,000
Potatoes	18,000,000
Hay	9,000,000
Tobacco	22,000,000
Cotton	18,000,000
Totals	\$3,984,000,000
	\$3,267,000,000

NATIONAL HAY EXHIBIT.

It having been decided by the officers and the grades committee of the National Hay Association to have the usual hay exhibit at the coming convention, which is to be held on July 28-30 at Cedar Point, O., H. H. Driggs has been selected by the chairman of the grades committee, G. T. McComb of Lockport, N. Y., to supervise and prepare such an exhibit.

With this in view Mr. Driggs will be pleased to have all markets forward to him at the very earliest possible moment samples of their various grades, which should be properly tagged, baled and shipped to him, care Cedar Point Resort Co., Sandusky, O., account of the National Hay Association. The bales should be numbered and tagged to correspond with the certificates of inspection. Such certificates, with bill of lading, should be mailed to Mr. Driggs at Toledo, O.

It is believed that in order to have the exhibit this year of practical value the inspectors in the different markets having the forwarding of samples in charge should select bales that will just grade up to the requirements. It has been observed that various markets in the past have forwarded their very best grade of No. 1 and other grades. Anyone can tell good stuff, but what the shipper really needs is a sample that will show

how poor a bale of No. 1 can go for No. 1, and other grades accordingly.

Inasmuch as the time is short and some cities are a long distance away, it is suggested that shipments should be made on or before July 1, so as to have ample time to properly arrange same for exhibition.

If individual shippers care to ship a bale of each grade, Mr. Driggs will be glad to have them do so.

QUEBEC HAY PROSPECTS.

The hay crop is the most important of all the crops raised in the province of Quebec, and brings in the largest revenue to the farmers. The prospects of the crop are excellent, the improvement made within the week or ten days being simply marvelous. The cattle are now having their fill in the pastures and the period of scarce cattle feed is at an end. Meadows that were almost bare about two or three weeks ago have now a luxuriant growth and farmers are anxious to sell what old hay they have on hand at reduced prices, but do not care to deliver it until they are through with their seeding, as they are somewhat late in getting in their coarse grains.—Montreal Trade Bulletin, May 22.

KARACHI'S GRAIN TRADE.

According to the recent report of the Karachi Chamber of Commerce for 1907, Consul-General William H. Michael of Calcutta says that there has been an increase in the business of that growing port of northern India in the last twelve months despite drouth and the financial conditions affecting the trade of India. The consul-general presents the following among other facts:

"The total value of the sea-borne trade for 1907 amounted to \$12,978,085, an increase of nearly \$26,666,666 over the figures for 1906. The exports of wheat during the year from Karachi amounted to 977,614 tons, against 5,290 tons shipped from Calcutta and 27,078 tons from Bombay. Thus Karachi shipped 945,246 tons more than the two large shipping points combined and more than all other Indian shipping ports put together. The exports of cotton from Karachi show an increase in value of \$4,959,576. This large increase of cotton was due to the very large crops in Sind and in some of the Punjab districts.

"The exports of rape seed increased in value over \$2,366,666. This large increase was made possible by the large production in the Punjab and the failure of the rape seed crop in Europe.

"The report shows that Karachi is destined to become one of the most important shipping points in India, especially in wheat. Attention is called to the fact that steps are being taken to establish large grain elevators in Karachi, and elevators at many points on the lines of railroads running through the great wheat-producing country of northwest India. I suggested to the builders of elevators and the manufacturers of elevator machinery in the United States more than a year ago that the time was not far off when this would be done, but so far as I know the suggestion was not acted upon. My report on the subject was quoted in papers throughout India, and, I have no doubt, had its effect on those who are promoting the elevator scheme then suggested. It may not be too late for an active agent to accomplish results at Karachi and in the wheat country. The introduction of American elevators would be followed by American fanning mills, and possibly threshing machines.

"The rise in the cost of harvesting wheat and other grains in the Punjab has suggested the need of a cheap harvester in that province. The farms in the Punjab canal colonies have done so well that they are declaring that a cheap, handy and simple manual delivery reaper is required. They have brought the matter to the attention of the agricultural department. The official opinion seems to be that there is little doubt that the more progressive farmers of these colonies will readily adopt this sort of reaper and lead the way to its general use in the wheat-growing districts of northern India."

The June 1 condition of the rye crop was 91.3, with an indicated yield of 31,000,000 bushels, against an outturn of 31,556,000 bushels in 1907, when on June 1 the condition was 88.1. The area of the barley crop was given as 6,697,000 acres, with a condition of 89.7, against 84.9 on June 1, 1907, and an indicated crop of 178,000,000 bushels, against a yield of 153,597,000 bushels last year, when the area was 6,153,000 acres. The condition of hay was 96.8, much better than that of last year, and private advices from all sections indicate that the yield of the feedstuff will be enormous and of exceptionally good quality.

FIRES-CASUALTIES

Two large elevators at Fort Branch, Ind., burned down on June 4, totaling a loss of \$30,000.

A fire at Copperas Creek, Ill., on May 27, burned a crib of the Smith-Hippen Grain Co., but the extent of the damage is not known.

The Rogers Grain Co. Elevator at Strawn, Ill., was damaged to the extent of \$100 by lightning on May 28. The company is insured for \$4,500.

The grain warehouse and oil depot of H. W. Bowes & Co., at Bath, N. Y., were destroyed by fire on May 13. The loss is estimated at \$12,000.

The Farmers' Elevator at Lamberton, Minn., was damaged by fire on May 26. The cause is unknown, but is thought to have been due to an incendiary.

The McFadden Elevator at Havana, Ill., was struck by lightning June 4, but by quick work in discovering the fire and extinguishing it little damage was done.

The grain elevator of the Hubbard & Palmer Co. at Truman, Minn., was slightly damaged by lightning on May 31. Several good-sized holes were torn in the roof.

Belden Bros.' elevator at Charlotte, Mich., caught fire on May 25, presumably from a spark from a passing engine, but the promptness of the fire company averted serious damage.

The Palmer, Kan., elevator of Denton Bros., whose headquarters are at Leavenworth, was struck by lightning recently. The extent of the damage is not known, but is believed to have been small.

The village of Smithton, located between Guthrie and El Reno, Okla., was completely wiped out by fire started in the grain elevator of the Canadian Mill Co. by a stroke of lightning on June 4.

The grain warehouses belonging to Frank Martin at Howard, Kan., were destroyed by fire on May 26. They contained some grain and feed, value not known, and were insured for \$850. The origin of the fire is not known.

W. E. Tuttle & Co.'s elevator at Springfield, Ohio, was damaged by fire on May 21, the loss being estimated at about \$80. Insurance is carried to the amount of \$10,000. The fire started under the floor in a pile of rubbish.

Fire broke out on May 14 in the National Elevator at Wheaton, Minn., but was soon under control. The finding of a cloth saturated with kerosene at the place where the fire started shows that it was the work of an incendiary.

The Byron, Okla., elevator of the Kramer Mill Co. of Anthony, Kan., was struck by lightning, but only slightly damaged, probably to the extent of \$25. Insurance amounting to \$1,500 is carried in the Millers' National Insurance Co. of Chicago.

The elevator and engine room of the Smith Grain Co. at Stockholm, Sask., were completely destroyed by fire, supposed to have originated in a hot box, on May 15. A quantity of grain was also destroyed. The capacity of the elevator was 30,000 bushels.

The Toledo, Peoria & Western Elevator near Bushnell, Ill., on the T. P. and W. Railroad, was destroyed by fire on the morning of May 15. The loss is about \$1,000. The origin of the fire is not known. Andy Blanchard was the owner of the elevator.

The Brooks Elevator Co. of Minneapolis, Minn., sustained an \$8,000 fire loss in the destruction of its screening mill on May 10. The loss is partly covered by insurance. The American Linseed Oil Co. owns the building, which has been occupied by the Brooks Co. since last July. The cause of the fire is unknown.

The Nye-Schneider-Fowler Co. Elevator at Schleswig, Iowa, was totally destroyed, on May 19, by fire resulting from a stroke of lightning. About 800 bushels of grain was also destroyed. The loss amounts to several thousand dollars, and (it is reported) with no insurance.

The office and engine room of the Fingal (N. D.) Farmers' Elevator were damaged by fire, May 16. Manager Hones was burning some rubbish, and some escaping gasoline from the storehouse quickly connected that building and the bonfire. Quick action and a favorable wind were all that saved the elevator from destruction.

The big elevator of the Tri-State Transfer Co. at Calumet Park, one mile from Hammond, Ind., burned to the ground at 5:30 o'clock in the evening of June 10. The fire was caused by a hot box in the hoisting machinery in the upper part of the elevator. The loss is estimated at \$700,000, and included about 500,000 bushels of corn. Several thousand more bushels were burned in cars along the track near the elevator. The elevator

was recently sold by a company composed of the Skewen Grain Co., the Superior Malting Co. and the Hawkeye Elevator Co. of Chicago, to the Tri-State concern. Richard Fitzgerald, president of the Chicago Junction Railway, is one of the owners of the elevator.

The D. Rothschild Grain Co. of Davenport, Iowa, suffered a severe loss by fire at its Peoria, Iowa, elevator on May 9. The loss was not entirely by fire, but by water as well, and amounted to about \$100,000. Thousands of bushels of grain were destroyed. It will take some time to put the elevator into operation again. The total insurance carried is \$79,500.

The granary and storehouse one mile south of Webster, Texas, owned by R. Onishi, was burned on May 7. The origin of the fire, which started in the part used for storing hay, is unknown. A large amount of grain and feedstuff was destroyed, together with rice binders and other farm implements. The loss is estimated at \$1,000, with no insurance.

Ft. Branch, a small town eight miles south of Princeton, Ind., had a disastrous fire on the night of June 4. As the town has no waterworks, nothing could be done to save the buildings, and property to the value of \$30,000 was destroyed. Thousands of bushels of flour and grain were burned, together with the two large elevators of the Melrose Milling Co. of Evansville.

The E. O. Marshall Elevator at Kirkland, Ill., was burned to the ground on May 31. The cause is not definitely known, but is believed to have been sparks from a locomotive, as the fire started in the top of the elevator and was discovered shortly after a train had passed. The loss is variously estimated from \$4,500 to \$8,000, and the insurance from \$500 to \$1,500. Mr. Marshall is undecided as to rebuilding.

The elevator of the Trans-Mississippi Grain Co. (headquarters, Omaha), at Kearney, Neb., was completely destroyed by fire on the night of May 10, possibly caused by a defective electric wire. The elevator is generally known as the J. P. Gibbons Elevator, as Mr. Gibbons has operated it for years. As there are no fire hydrants in that section of the city, and hose connections had to be made from a distance, the fire had time to gain such headway that it could not be checked. The loss is estimated at from \$30,000 to \$40,000, probably fully insured. Last year the elevator was thoroughly overhauled and refitted with new machinery at a cost of \$10,000. About 15,000 bushels of different kinds of grain was also destroyed. When asked if his company would rebuild, Mr. Gibbons replied that it would not unless proper fire protection was provided by the city. For years this has been denied, though Mr. Gibbons and others have repeatedly asked for it.

The big Central Warehouse Co. building at Memphis, Tenn., occupied by Jones & Rodgers, grain dealers, and the J. B. Edgar Grain Co., and the elevator were totally destroyed by fire, the fiercest ever fought by the Memphis fire department, on the night of May 20. The loss sustained by these companies and Orgill Bros. & Co. (hardware) totaled over \$300,000. Insurance on the Central Warehouse, building and machinery, amounts to \$25,000; on the Central Elevator, building and machinery, \$44,000; on the warehouse stock of Jones & Rodgers, \$17,500; on the elevator stock of Jones & Rodgers, \$33,000, and on the stock of the Edgar Grain Co., \$15,000, making a total of \$134,500. The origin of the fire is not known. The Central Warehouse was three stories in front, but ran up to seven at the back, where the elevator had been added. The building, elevator and machinery were worth about \$100,000, and the stock of grain owned by the two companies was valued at about \$50,000.

WHAT TO DO IN CASE OF FIRE.

The Grain Dealers' N. M. Fire Insurance Co. of Indianapolis has published a card of "Instructions to Elevator Foremen in Case of Fire," which we take the liberty of reprinting below as a good thing that cannot be too widely circulated. It is intended that the card shall be tacked up where the foreman may see it to read frequently, because the instructions should be so familiar to him that he would act on them automatically in case of fire. At any rate he should remember that he can't take time to read them after a fire is started on his premises. Of course, the first duty of the foreman is to prevent fire by care and attention to the premises to avoid danger and to keep brine barrels and buckets or other fire fighting apparatus in condition for immediate use, he should be prepared to act to the best advantage should a fire occur. Therefore—

UPON DISCOVERING A FIRE.

- 1st. Keep a cool head. Don't get excited.
- 2d. The bucket of water is the most reliable

and effective on the fire in its first stage. In its use make every bucketful count.

2d. If the fire gets beyond the use of buckets, then give an alarm for assistance, using steam whistle, telephone or other means. Let your helper do this.

4th. If fire is in adjoining property, render what assistance you can, but don't neglect to get your own barrels and buckets and, if possible, extra supply of water, hose and other apparatus ready to protect this elevator.

5th. With a fire in the town, no matter how distant, there are plenty of other people to handle it. Watch this property, get ready for a possible shower of sparks and burning embers.

6th. A ladder to reach awnings, shed roofs and other points is valuable. An ax to break into machines, elevator heads or legs and to make openings into bins is frequently needed. These things should have a place and always be in place. At a time of fire there is no time to hunt for misplaced articles or water buckets.

IF THE FIRE GETS BEYOND CONTROL be governed by the following instructions:

1st. Keep a cool head. Don't get excited.

2d. Get out the ticket book and other important records from the office.

3d. Open all shipping or other spouts leading to outside of elevator, allowing bins to empty their contents on ground below.

4th. Summon assistance and with axes cut openings into all outside bins at their sides near the bottom, thereby allowing the grain to run out in piles on the ground.

5th. Report fire to us by wire and arrange with railroad agents for car capacity sufficient to transport the grain saved from elevator.

6th. Hire as many men, providing them with scoops and baskets, as can be used advantageously in handling the grain after the fire has burned itself out.

7th. Utilize every moment of time in removing grain that has been spouted out of bins to secure place before fire reaches it. Keep each kind separate while handling.

8th. After building is consumed, or nearly so, see that all exposed grain is protected from further fire damage by dragging out all burning timbers, using for this purpose chains, rakes or any other implement suitable for the purpose, which might be handy. Buckets of water can now be used to extinguish the fire in the grain wherever it is found to be burning.

9th. Set your men at work on the windward side of the ruins, to remove the grain as fast as the burning embers are removed and the fire in the piles extinguished. Be particular to keep all the sound grain of each kind separate from the damaged, and if empty cars are on hand, commence loading at once. Estimate the quantity of each kind and grade likely to be saved, and economize in loading by bulkheading cars if necessary. If you cannot get cars and can sell a portion or all of the DAMAGED grain on the ground, do so.

10th. See to it that as little water as possible, consistent with actual requirements, is used in putting out the fire, as water causes almost as much damage to grain as fire. Push the work of removing the grain from the ruins with all possible dispatch, and if cars are not immediately available to load it into, haul to nearest elevator or other suitable shelter on railroad, or deposit on ground and lay rough boards over it in the form of a shed roof to protect it from possible damage by the elements.

11th. If any machinery or portions of power plant is saved protect it from the weather as soon as possible.

GENERAL INSTRUCTIONS.

Employ a watchman during the night to guard against loss of grain or other property by theft, and take every precaution to prevent further damage or waste until the arrival of the insurance adjusters or you have other instructions.

Remember that it is the duty of the elevator owner under the insurance contract to do everything possible in saving and protecting property insured when endangered by fire, and only by following these instructions and using good common sense in their observance, can the best results accrue from your efforts in such cases.

Use the same care and judgment in case of fire as you would if the property were your own, AND NOT INSURED.

Don't pay any attention to certain "well" meaning but misinformed persons who tell you not to touch the grain after a fire until the adjusters arrive, but go right ahead with the business in hand and save all you can. In short, follow these instructions.

Don't hesitate about incurring any necessary expense in performing the work required. Take a receipt for all money paid for supplies or labor, and account for same to this office.

These general instructions may be supplemented by other instructions after the owner has received notice of the fire.

BARLEY AND MALT

Reports from Whittier, Los Angeles Co., Cal., state that the prospects for a good crop from all sections of the barley raising districts are flattering. Within a radius of 15 miles of Whittier it is said that the crop will be two-thirds regular in tonnage, while the quality is far superior to that of last year. The crop last year was heavy—it grew rank and tall, and stock would not eat much of the straw, but this year it runs more to clean, good, tender straw, the late rains in that section doing much toward filling out the heads. The assertion is made that two tons of this year's barley crop will equal in food value three tons of last year's.

An increased acreage of barley is reported from Minnesota and the Dakotas. About the middle of May North Dakota was not so far along in seeding as South Dakota and Minnesota, but was far ahead of late years in seeding of all grains. Based on the final report of the Department of Agriculture for 1907, the indications for the barley acreage this year are as follows:

	Barley.
Minnesota	1,288,095
North Dakota	894,330
South Dakota	931,650
Total	3,114,075
Last year	2,915,000

DRYING BARLEY.

In the absence of a special drying plant, says Coblitz, barley may be dried on the malt kiln, provided the latter is capable of generating a strong draught; and the stronger the draught, the more thickly can the barley be spread on the kiln, and the quicker will it dry. No definite rule can be laid down on this point, but with average kilns the barley may be spread to a depth of 8 to 10 inches, and about 10 to 12 hours will be needed to bring the moisture content down from 10 to 12 per cent to the normal, the maximum permissible temperature on the lower floor of the kiln being 105 to 115 F. A very important point is that the temperature should only be raised to the maximum very gradually, since otherwise the husks may be loosened around the embryo, which will then suffer damage during turning and cleaning, the result being moldy malt and diminished germinating power. This also applies to overheating on the kiln. The whole of the barley should be dried, the practice of mixing dried and undried barley for malting being inadvisable.

After removal from the kiln, the dried barley should be stored on a granary floor, or in silos, the temperature being cooled to 68 to 72 F. by turning on the floor, or by transfer from one silo to another by means of cup elevators, a warm day being selected for the operation, so that there is little risk of the dried barley taking up too much moisture again from the air. For the same reason the granary doors and windows should be kept shut, and where there is an escape of moist air from adjacent buildings, it is advisable to cover the heaps of barley with a layer of malt culms.

Drying also offers the advantage that barley can be purchased in large quantities when good quality grain can be had cheaply, since it will keep well after drying—three or four years. The brewer who makes his own malt and can lay in a stock of barley in this way is independent of the price and quality of new-crop barley. The cost of drying varies according to the amount of water in the barley and with the efficiency of the kiln, but in favorable circumstances will not exceed about 2 cents per cwt.; and even under adverse conditions, the advantages of drying will more than counterbalance the expense when compared with the trouble caused by malting damp barley.—Woch. f. Brau.

THE BARLEY AREA THIS SEASON.

All advices so far received from the three northwestern states indicate that farmers have a very decided leaning toward an increase in the area seeded to barley that should result in a materially increased crop of that cereal. We believe any increase in the barley area from last year will be a mistake and farmers should give the matter serious consideration before committing themselves to the error.

The barley crop raised in 1907 was sufficient for requirements, and had it not been for manipulation the prices obtained for it would have been little if any above the average. There was a combination of causes that led to the abnormal prices obtained for barley during the fall months of 1907, partly natural and partly artificial.

In the first place there was an entire clean-

up of all stocks of barley and malt from the previous crop and maltsters were anxious buyers of first offerings. It will be remembered that the autumn and early fall weather was very unfavorable for thrashing and marketing barley and the slow movement resulting from this led maltsters to believe that the crop would again be insufficient. Aside from these natural causes there is but little doubt that the American Malting Co. started buying, with the first offerings, having in mind the deliberate intention of buying as much of the crop as possible and controlling it. Had it not been for the financial panic of October, it is possible they would have been successful in carrying the deal through and maintaining prices for barley right up to the new crop of 1908, but they were not successful, and barley and malt can now be obtained for prices 20 to 25 per cent less than prevailed last fall; in fact, there is a cargo of Duluth barley, shipped to Buffalo last fall, still looking for a customer.

Aside from all this, however, is the demoralized condition in which the brewing trade finds itself and the certainty that there will be a decreased demand for malt during the crop years of 1908-9. Whether this decrease in demand will be large or small will cut little figure, as the crop raised last year was more than sufficient for requirements.—Duluth Commercial Record.

BARLEY CULTURE.*

Barley has been a rapidly increasing crop, especially in the northern-central states and the Dakotas. Up to 1901 the largest crop recorded was 87,720,744 bushels in 1895. In 1901 the yield reached 110,000,000 bushels and in 1906 had mounted to 178,916,484 bushels, of which the Dakotas produced 38,725,400 bushels.

There are two principal barley districts in the Northwest. One extends over Wisconsin, Minnesota and other areas, including the Red River Valley, while the other comes from nearly all of the Dakotas, except the extreme eastern portion, as well as the plains area of Montana and adjacent portions of Nebraska and Wyoming. The difference in the quality of the barleys of the two districts is probably due to the decided differences in climate, and a study of the crop in both districts seems to demonstrate that the 6-rowed barley is better adapted to the north-central states area and the 2-rowed to the other or Great Plains district. This statement is supported by a discussion of the details and tests of barley at the experiment station in the Dakotas and Montana. Mr. Carleton then says:

"In recent years there has arisen a considerable rivalry between 2-rowed and 6-rowed barleys, and there has been much discussion as to the relative merits of these two classes of barleys. It is well known that the 2-rowed barleys are generally used in Germany and are considered much better than the 6-rowed varieties. In this country the 6-rowed varieties have been in favor. This is no doubt partly owing to the fact that the 6-rowed barleys have until recently been given more attention by the farmers, and have therefore obtained a foothold in this country. It is only recently, after the thorough investigation of many barley varieties already mentioned, that the difference in adaptation of these two groups of barleys to different portions of the country has been ascertained. This natural adaptation of the two groups to different areas appears to clear the situation nicely, at least from the agricultural standpoint. As there seem to be good arguments from the commercial standpoint for the production of either class of barleys there is apparently no good reason why the farmer should not cultivate the particular barley which gives him the best acre yields, and in the region of the northern Great Plains there is no question but that this class is the 2-rowed barleys."

As to the value of breeding better strains of seeds, Mr. Carleton says:

"Mention has been made of the superior productiveness of the thoroughly bred Swedish barleys and of the Minnesota No. 6 produced at the Minnesota Experiment Station, the former being 2-rowed varieties and the latter representing the 6-rowed group. From the results shown to be obtained by other barleys there is not the slightest doubt that the superior yields of these highly bred barleys are due entirely to their thorough breeding, they having originated from stock no better than that of the ordinary sorts.

"Since during recent years a large part of the attention of the agricultural experiment stations has been given to adaptation trials of many varieties, not much time has yet been given to breeding pure barley types in this country. In South Dakota the work has until recently been almost entirely a study of many varieties in adaptation trials. The work of the Minnesota Agricultural

*Compiled from Circular No. 5, Bureau of Plant Industry, Dept. Agr., entitled "Barley Culture in the Northern Great Plains," by Mark Alfred Carleton, April 11, 1908.

Experiment Station has already been mentioned. At the State Station at Fargo, North Dakota, a great deal of time has been given to barley selection, and two very good pedigree varieties have been developed at that station: The Mandscheuri (Manchuria), North Dakota Experiment Station No. 871, a 6-rowed variety, and the 'Mansury,' North Dakota Experiment Station No. 172, a 2-rowed variety. A number of other pure types, which do not yet appear to have developed into satisfactory strains, ready for distribution, are being handled by this experiment station.

"The subject of getting unmixed seed is of the greatest importance and should always receive careful attention. The farmer can not, of course, do accurate breeding exactly according to the methods employed by the experiment stations, but he can largely maintain the quality of the strain or variety he already possesses, keeping it fairly pure, well cleaned and graded, and occasionally selecting the best plants from the field for starting a small seed plat. It is especially important to keep 2-rowed barley absolutely separate from 6-rowed barley. It is better not to grow these two kinds even on the same farm. Many farmers over a large area should unite in growing strictly one kind of barley, after being fairly sure that they have selected the one most satisfactory."

BARLEY SMUT INVESTIGATIONS.*

R. A. MOORE AND A. L. STONE.

The modified hot water treatment was again used for the prevention of barley smut and in every instance with slight variation corroborated the work of 1906.

The sacks of seed barley were soaked for twelve hours in cold water, then left to drain for an hour. After draining, the sacks of barley were submerged for two minutes in water not above 130 degrees F., to take off the chaff, and were then submerged in a tank containing water held at a constant temperature of 130 degrees F.

The cold weather following the seeding seemed to affect in a detrimental way the treated seed. Some of the kernels of soaked barley failed to germinate and the stand was somewhat thinner on the plots where the barley was treated than on plots where the seed was not treated.

The soaking of the seed barley softens and enlarges the berry so that due allowance must be made when sowing with drill or seeder.

One hundred members of the Experiment Association carried on co-operative tests for the prevention of smut in various parts of the state. The Select Oderbrucker barley, which was affected with only a limited amount of smut, was used for approximately all the tests; otherwise the variation in amount of smut found would have been much greater.

From the data received we are able to report as follows:

Number experimenting	130
Number reporting to date	100
Number of counties from which reports were received	39
Number treating barley	99
Average per cent of smut in untreated seed	2.93
Average per cent of smut in treated seed	.65
Average per cent of crop saved by treatment	2.28
Number reporting poor germination of treated seed after sowing	30

From the tests made at the Station Farm and from data received from members of the Experiment Association we find that the loose smut of barley can be eradicated by the modified hot water treatment.

The barley is affected throughout the state to the extent of approximately 7 per cent, entailing a loss to the farmers of Wisconsin of one-half million dollars annually.

Until the station has tested further with large quantities of seed it is preferable for farmers to treat merely sufficient to sow one or two acres, the crop from which can be thrashed separately and saved for the following season's sowing.

The safe temperature of the hot water in which the barley is submerged to make the treatment effective and not kill the seed grain seems to have but a limited range.

Barley should be sown immediately after treatment, otherwise it will sprout and render sowing difficult. Barley should not be treated or sown before the ground has become warm, so that germination will not be retarded after seeding.

E. P. Nelson, Willmar, Minn., who has been chief weighmaster at Superior for the Wisconsin Grain and Warehouse Commission, operating under the Wisconsin inspection law, has resigned his position. H. A. Juneau, who has been chief clerk of the department for several months, will succeed Mr. Nelson.

*From the Twenty-fourth Annual Report of the Wisconsin Agricultural Experiment Station, Madison.

LATE PATENTS

Issued on May 12, 1908.

Grain Cleaning Apparatus.—Millard F. Janney, Wheatland, and Julius Graham, Lincoln, Va. Filed August 17, 1907. No. 887,196. See cut.

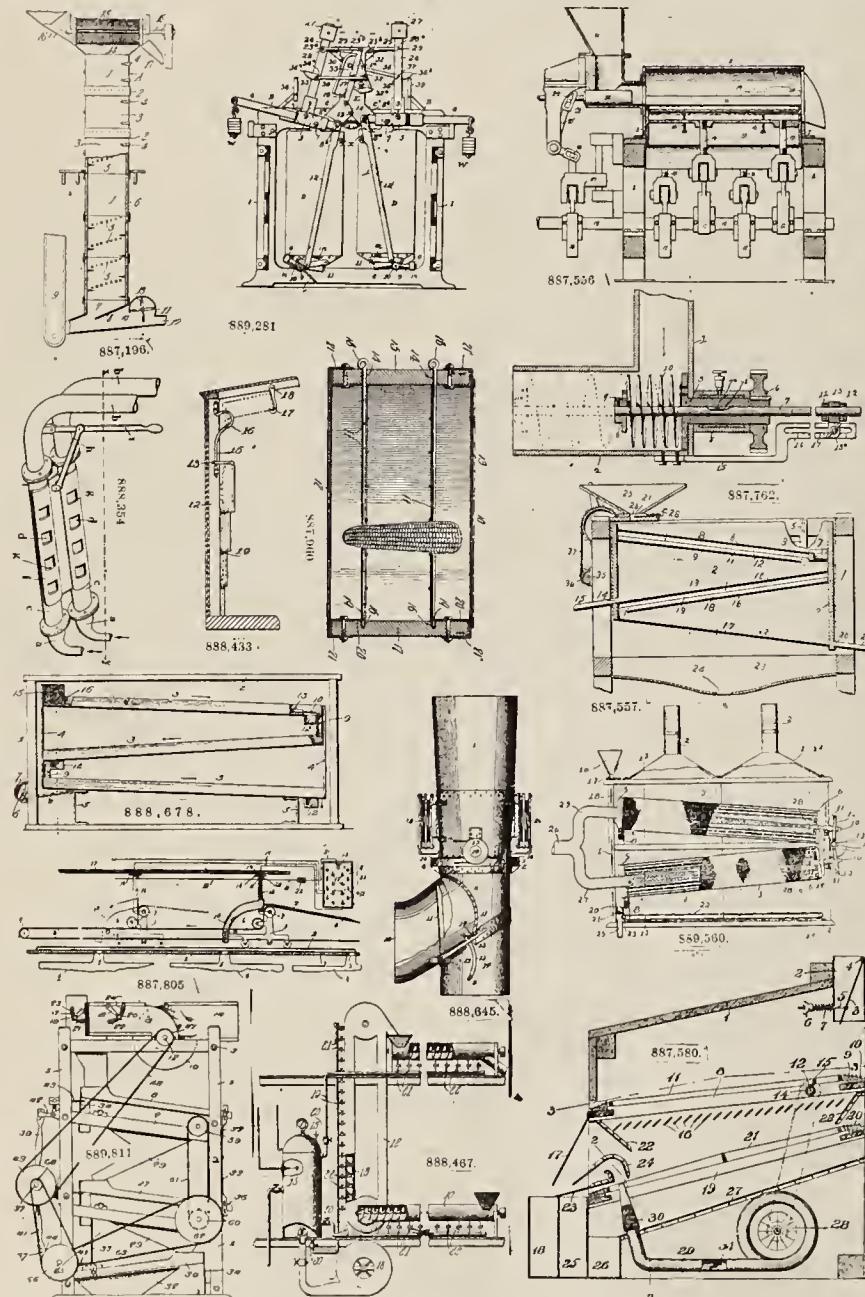
Grain Hulling or Cleaning Machine.—Utley Wedge, Ardmore, Pa. Filed September 30, 1905. No. 887,556. See cut.

Corn Grader.—William A. Werckle, Peoria, Ill. Filed March 2, 1906. No. 887,557. See cut.

Grain Separator.—John L. Black and Leo Kipping, St. Louis, Mo., said Black assignor to said Kipping. Filed June 24, 1907. No. 887,580. See cut.

Issued on May 19, 1908.

Adjustable Screw Conveyor.—Charles Brent, Kenora, Ont., Canada. Filed June 31, 1905. No. 887,762. See cut.



Position Indicator for Grain Distributing Devices.—Harry B. Higgins, Minneapolis, Minn. Filed March 30, 1907. No. 887,805. See cut.

Storage Device for Seed Corn.—Carl J. Orstrum, Cambridge, Ill. Filed February 25, 1908. No. 887,960. See cut.

Grain Car Door.—Winfield S. Driskell, Gretna, Neb., assignor of one-third to Hans Peters, Gretna, Neb. Filed May 17, 1907. No. 888,228.

Apparatus for Elevating Grain and Other Pulverulent Materials.—Louis G. Rhode and Henri J. Rhode, Paris, France. Filed September 13, 1906. No. 888,354. See cut.

Door for Grain Cars.—Frank L. Thompson, Great Bend, N. D. Filed December 4, 1906. No. 888,443. See cut.

Issued on May 26, 1908.

Apparatus for Treating Grain.—William F. Carlton, Advance, Mo. Filed September 6, 1907. No. 888,467. See cut.

Trimmer.—John E. O'Hearn, Norwalk, O. Filed August 30, 1907. No. 888,645. See cut.

Shaking Scourer.—Samuel T. Wilson, Charles-ton, W. Va., assignor of one-third to Jackson Carr

and one-third to H. W. Senter, Charleston, W. Va. Filed December 22, 1906. No. 888,678. See cut.

Issued on June 2, 1908.

Automatic Weighing and Dumping Machine.—Robert D. Webb, Minden, La. Filed October 5, 1907. No. 889,281. See cut.

Grain Drier.—Frank J. Thull, Minneapolis, Minn. Filed May 27, 1907. No. 889,560. See cut.

Separator.—Henry Ruddick, Dallas, Ore. Filed December 10, 1907. No. 889,911. See cut.

MANIPULATED MARKETS ARE UNDESIRABLE.

We mentioned that Patten had been kind to the farmers by sustaining the oat prices all season. Agriculture is the foundation of all of our prosperity. Many are relying upon good crops this fall to revive trade. Chicago dealer who dislikes Patten sympathizes more with the laboring man. He says:

"I believe there are other people in this country who deserve some consideration now as well as

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

A CORRECTION.

Editor American Elevator and Grain Trade:—In your issue of May 15, we note, under "Minnesota and Wisconsin" items, mention of contract let to L. O. Hickok & Son for 90,000-bushel elevator, which is a little misleading, inasmuch as the working house is about 90,000 bushels' capacity, in addition to which there are six concrete tanks in connection, making 225,000 bushels in all.

Yours truly,

MERCHANTS' ELEVATOR COMPANY,
Minneapolis, Minn.

NO DOCKAGE AT MEMPHIS.

Editor American Elevator and Grain Trade:—At a meeting of the Memphis Grain and Hay Association, by a unanimous vote, I was instructed to make a request through the board of directors of the Memphis Merchants' Exchange, Memphis, Tenn., that they instruct their chief weighmaster, E. R. Gardner, to discontinue the practice of docking each carload of bulk grain and hay received by our different warehouses and elevators 100 pounds, inasmuch as we understand that all other markets have discontinued this practice.

At a meeting of the board of directors of the Memphis Merchants' Exchange of Memphis, Tenn., held on May 14, 1908, a decision was rendered by the said board of directors, that the docking of 100 pounds on bulk grain and hay be discontinued at once.

Yours very truly,

MEMPHIS GRAIN & HAY ASSOCIATION,
J. W. Gates, Secy.-Treas.

CROPS IN NORTH DAKOTA.

Editor American Elevator and Grain Trade:—There is no section of the state that has a brighter outlook for a bountiful harvest this fall than this particular section of Nelson County just at the present writing, and with an escape of a rust or hail there is sure to be one of the finest crops ever harvested in this county, for everything favorable to the growing crop is being bestowed. There has been any amount of rain, and we could get along without any more moisture for weeks; but as this soil is somewhat sandy it has been able to stand all the rains in the past nicely, for the grain shows no effect of damage in the least, but instead is doing fine.

The grain sown early is now quite high and has a beautiful stand. There has been no frost to set back the growth of the plant, and as the seed was in the ground at least two weeks earlier this year than last, it is generally believed that the harvest time will see most grain in the shock before the fall frosts get in their work. This will result in top grades and good grains. Last year the quality of the grain was inferior and most of our stuff took a much lower grade than in 1906. If we escape an August frost, our farmers may expect a most bountiful yield. Of course, this is an early date to be judging the result for this fall, but as we have had a most beautiful start this season farmers here cannot help but feel optimistic in their present views of the future outlook.

There will be a much less acreage of flax this year than last year, owing to the small amount of new ground being worked and the experience of low-priced flax last season. Farmers who are in the habit of sowing 100 acres and more have in many instances not sown an acre and others only what little new land they have turned this spring.

the farmers, as the latter class are better fixed to take care of themselves than most any other class in the country. The laboring men who are the principal consumers seem to me to be entitled to some consideration, especially at times like the present. The farmers have been getting rich and the laboring men are not doing much more than holding their own; and I do not think the farmers are any more virtuous or entitled to any more consideration than the general class of laborers that make possible the carrying on of the great manufacturing industries of this country.

"I believe every man who buys anything is entitled to every cent that is coming to him, so far as the legitimate advance in values is concerned, and no more. And if it were possible for our exchanges to conduct their business on this basis, I believe we would receive less criticism at the hands of the general public and that the confidence of the public would insure to us greater stability and a broader volume of business."—King & Co.

The Imperial Elevator Co.'s elevator at Rosenfeld, Man., burned down recently.

We believe this to be the condition more or less all over this state from reports given us by the traveling public who are interested.

Wheat will without a question see more acreage than ever. Durum wheat will fall off in some places, and the acreage is believed to be not as large this season in proportion as last.

Barley will see the largest increase of any grain. Farmers realized high prices from their barley last fall and as a result have sown most spare land to this particular grain. The chances are that this fall, with a heavy yield and good grade of barley, the price will be unusually low, as is generally the case in such instances.

The oat acreage is above that of last year. But little rye and corn is sown any year in this locality.

HARRY M. CASE,
Pres. Case Elevator Co.
McVille, N. D., June 8.

COMMENT ON AN ARBITRATION RULING.

Editor American Elevator and Grain Trade:—From reading your report of decision in case of Kirwan Bros.' Grain Co. vs. Loudon & Co., your readers might conclude that we had shipped wheat other than the sample by which it was sold. Without criticizing the decision of the committee, we may be pardoned for giving you the facts in the case, which we will do as briefly as possible: The three car of wheat in question were purchased from the Gale Bros.' Co. as one special lot, all alike, loaded from one bin, and about as poor quality as we ever handled. The sample by which we purchased it was drawn by our official inspector, a part of which was sent to the Kirwan Bros.' Grain Co. and balance retained by the inspector, for comparison after transfer. The three cars were transferred, reloaded and reinspected. Certificates were furnished as "Up to sample" of all papers furnished the Kirwan Bros.' Co., and on their refusing the wheat, copies were furnished the committee.

In our offer and in Kirwan Bros.' Co.'s acceptance there was not one word said about "weevil," and the evidence that we shipped the identical wheat from which the sample was taken was as positive as evidence could be made. We also furnished the committee with samples by which the wheat was sold and the wheat that was shipped, which were identical in every respect, as far as our judgment and that of our chief inspector could decide. Whether or not Kirwan Bros.' Co. did the same, we never inquired, nor do we know how they sold it nor what guarantees they made; but the one thing that puzzled us was how they put us in for 11c loss on the car we did not ship, while it was only 4c on the two we did ship. But, having agreed to abide by the decision of the committee, we paid the amount awarded without comment.

Respectfully yours,
Cincinnatti, O. LOUDON & CO.

WEIGHING CARS IN OHIO.

Editor American Elevator and Grain Trade:—We hand you herewith copy of the minutes of the joint conference in the matter of weighing cars.

These rules have been agreed upon by shippers and carriers and they have been submitted to the Railroad Commission of Ohio, who have, in a manner, concurred.

All the railroads will file tariffs effective as noted, and the rules will be tried out and if not found satisfactory to either interests, modifications will be asked for at the hands of the commission.

It is believed that these rules will eventually be adopted by all the roads in Central Traffic Association territory. Practically the same rules are now in force in the Pittsburg district.

RULES AND REGULATIONS AS ADOPTED.

No. 1. It is the practice of the carriers to require that property tendered for shipment shall be transported under its proper description and at its actual weight, unless otherwise provided by classification or tariffs.

No. 2. Carload shipments are frequently weighed

en route by carriers on their own track scales, under the stenciled weight of the car in ascertaining the weight of contents.

No. 3. Where loads have been transferred en route, where cars have met with an accident, or where, for other similar reasons, there is evidence of loss in transit, the carriers will, when practicable, further verify railroad billing weights, by reweighing cars en route or at destination, without charge.

No. 4. When outbound carload shipments are weighed by carriers on their own scales to ascertain weights for waybilling purposes no charge will be made for the service, it being understood that the stenciled weight of the car will be used in arriving at the net weight; when for the convenience of and benefit to the carrier such shipments are weighed on shippers' private scales cars may be weighed both light and loaded without charge.

No. 5. Requests are frequently made by shippers or consignees, for their own information, to have cars re-weighed. In such cases, when convenient, the cars will be re-weighed and charge will be made for this service as follows:

(a) When re-weighed on consignor's or consignee's scales, located at the industry, a charge of twenty-five (25) cents per car will be made each time the car is weighed.

(b) When re-weighed on railroad company scales, when such service is performed at scales within the switching limits (provided scales are located in the immediate vicinity of the industry or unloading tracks), a charge of one dollar (\$1.00) per car will be made each time the car is weighed.

(c) When re-weighed on private scales, other than those owned by shipper or consignee, at whose request re-weighing is done, when such scales are within the switching limits, a charge of one dollar (\$1.00) per car will be made each time the car is weighed. The parties desiring the re-weighing done must make their own arrangements with the owners of the scales for their use, the charge of one dollar (\$1.00) covering only the weighing service performed by the carriers.

(d) When a consignee has track scales conveniently located, a limited amount of re-weighing will be done by the carriers without charge, provided the amount of re-weighing required is not in excess of 10 per cent of the total inbound traffic received by such consignee (coal, coke and iron ore not to be re-weighed, except as provided in section 5-e). Any re-weighing requested by such consignee, which is in excess of the 10 per cent as above provided, will be charged for in accordance with the foregoing rules.

(e) When a shipper or consignee shall furnish evidence of error in the carrier's weight of any carload shipment, due to causes other than natural shrinkage, and requests that such car be re-weighed, this service, wherever practicable, will be performed by the carrier without charge, provided such re-weighing discloses error in the carrier's weight of one thousand pounds or more, it being understood that the rules and carload minimum weights prescribed in tariffs and classification shall be observed, otherwise the charges under the foregoing rules will apply.

(f) If, in re-weighing in accordance with the above, it is found necessary to handle the cars in road service, or in switching service between the industry or team tracks and the scales, where they are not located in the immediate vicinity of each other, the regular tariff or switching rates will be charged, which will be in addition to the charge for weighing service named above.

(g) It is part of this arrangement that when any re-weighing is done on private scales that such scales must be easy of access and conveniently located, and when extra handling is necessary the same will be charged for at the current tariff rates.

Very respectfully,
Columbus, O. J. W. M'COMB, Secretary.

As the various railway companies pile up their enormous issues of bonds the "fixed charges" are increased and higher rates made necessary to meet such expense.—Pope & Eckhardt Co.

The brightness of the outlook in spring wheat territory is shown by the statement that every state shows a percentage of the 1907 showing better than "par," with the United States condition 103.7. The following table gives the percentage of the acreage in states, acreage and the condition for May 1, 1908; June 1, 1908; June 1, 1907; a ten-year average, and the total acreage for the nation:

	Per Cent of 1907.	Acres, 1908.	—Condition June 1— 1908.		
		1908.	1908.	1907.	10 Yrs.
Minnesota	103	5,356,000	95	86	92
North Dakota	107	5,899,000	97	90	94
South Dakota	102	2,958,000	97	90	95
Washington	105	398,000	93	96	91
United States	103.7	17,710,000	95	88.7	92.3

TRANSPORTATION

Several small steamers were forced to discharge their crews on Decoration Day and go into ordinary at Chicago on account of the lack of grain cargoes at any price.

A reduction of 1½ cents per bushel in grain rates from Fort William to Montreal by water went into force on May 28. A fair amount of business has been done at 5½ cents per bushel from Fort William to Montreal, without insurance.

An agreement has been reached between the authorities of Oklahoma and the Rock Island system by which material reductions will be made on rates on grain and live stock on the system and reflectively on all other lines in the state.

Toledo dealers complain that the increase of freight rates by the Clover Leaf and Wabash Railways from East St. Louis to Toledo, by putting up the tariff from six to nine cents, has thrown Toledo out of the running as far as handling grain from the points beyond the Mississippi is concerned.

Lake charters for grain were active during the first half of May when both Armour and Patten were pushing wheat, corn and oats eastward, and a new record of movement was made; but latterly the business has been very dull from Chicago, with little demand for space except on line boats from other Western ports.

The Kansas Railroad Commission having, on petition of Kansas shippers, ordered a reduction in rates from Kansas points to Galveston, Kansas City receivers now complain to the Commerce Commission that the reduction has deflected grain from central and western Kansas from that city and ask to have the old rates restored.

The C. M. & St. P. road has informed the South Dakota Railroad Commission that a new freight tariff covering grain shipments within the state is being prepared by that company, and will soon be put into effect. It is stated that the new tariff will make a material reduction in such rates, and do away with further complaints in this respect.

The Winnipeg, Yankton & Gulf Railway Co. has been chartered to build a railroad 500 miles long from Superior, Neb., through the western Kansas wheat belt and to the southwest corner of the state. There are now four counties in Kansas which have no railroad, and this line with its branches will furnish railroad facilities. The company is incorporated with a capital stock of \$100,000. The incorporators are millers and grain men of Barton County.

Utah millers have petitioned the O. R. & N. to reduce rates on wheat that will permit the shipment of Oregon wheat by rail for milling in the East. The O. R. & N. traffic department has agreed to put lower rates into effect on June 27 from interior stations on the O. R. & N. lines east of The Dalles to Utah common points. The rate will be 40 cents on wheat and 50 cents on flour. The reduced tariff will also apply to points west of Utah where rates are now in excess of the new figures.

The Texas Railroad Commission, on May 16, agreed on one of the proposed changes in the existing rules and regulations governing the milling in transit and stopping in transit of grain, modified another and voted down a third. The proposed change adopted was No. 3, providing for an amendment of paragraph A of stopping-in-transit rule No. 6, so as to permit transit privileges on grain at any point, provided not more than two lines of railway handle the grain between origin and stopping point. The second proposition, providing that in no case shall the minimum balance out of milling point, exclusive of back haul, indirect service of different lines, exceed the rate which would govern on the product from the point at which the grain originates to final destination, was modified to the extent of waiving the minimum balance on corn chucks, thereby placing chucks on a parity with meal. The extension of the free back haul was lost.

The Farmers' Elevator meeting that was held at Lundgren, Ia., to organize three elevators in one company turned out in a square deal, leaving each place to organize their own independently. The company broke up, as it could not raise enough shares at Lundgren and Roberts to keep up with Crooks and so a disagreement arose and the meeting adjourned, for each place to look after their own business, which suited all three places pretty well.

OBITUARY

Smith Abbott, grain buyer in Columbus, Ind., for over 30 years, died on May 29, after a week's illness, of liver trouble. Mr. Abbott was 55 years old. He leaves a widow and three sons.

C. R. Cousins, the leading flour and grain merchant of St. Johns, Que., and formerly mayor of that city, died recently. He had the respect and esteem of all who did business with him.

Joseph J. Howard, commission merchant of St. Louis, Mo., was killed by a bolt of lightning which struck the tree under which he was standing at the Glen Echo Country Club, on the afternoon of May 24.

Jacob W. Kraft, engaged in the grain business at Groton, S. D., died on May 19. He had been suffering from paralysis for three months, but pneumonia was the immediate cause of death. A widow and three sons survive him.

Samuel Sinn, of the firm of Sternberger, Sinn & Co., members of the New York Stock Exchange, died at his home in New York City on May 13. Mr. Sinn was a member of the Chicago Board of Trade and of the New York Cotton Exchange.

Cyrus Dupee, a pioneer of the Chicago Board of Trade and a retired commission merchant, died at his residence in Chicago on May 26, at the age of 81 years. Mr. Dupee was born in Boston, Mass., and went to Chicago in 1869, entering the packing and commission business.

M. D. Heltzell, one of the original members of the St. Louis Merchants' Exchange, died at his home in that city on May 30, after an illness dating back to last September. He was 75 years old, and at one time was extensively engaged in the commission business. Seven children survive him.

Edmund Judson Wilkins died on May 28 at his home in Wilkinsburg, Pa., aged 66 years. Mr. Wilkins was one of the best known residents of Wilkinsburg, and was a Civil War veteran. He built the East End grain elevator, and sold it when he retired about 10 years ago. He leaves a widow and five children and a sister.

J. A. Felthous, a prominent land dealer of St. Paul, Minn., died in that city May 12. Mr. Felthous had undergone two operations recently in an effort to regain his health. He was 53 years old. In connection with his brother and A. A. Moore he operated a line of grain elevators on the Iowa Central Railroad. Three children survive him.

Charles H. Teasdale, secretary and treasurer of the J. H. Teasdale Commission Co. of St. Louis, Mo., died on June 5. Death was due to kidney trouble, from which Mr. Teasdale had been suffering for three years. He was 55 years of age and unmarried. He had been a member of the Merchants' Exchange for 25 years, and was a well-known figure on the floor.

Charles Soderlind, a prominent farmer near Ivanhoe, Minn., committed suicide on May 29. His act was due to temporary insanity, brought on by ill-health and melancholy. He was vice-president of the First National Bank of Ivanhoe, clerk of his township for the last 18 years, was the owner of a section of land and was president of the Farmers' Independent Elevator Co. of Ivanhoe.

Hubert L. Pierson, a wealthy resident of South Orange, N. J., died suddenly of apoplexy in Fairmount Cemetery, Newark, as he was walking there with his wife on their way to decorate a daughter's grave, on May 31. Mr. Pierson was 60 years old, and had been totally blind for 24 years, as the result of a premature explosion of a blast. In 1879 he started the wholesale and retail grain business in South Orange, which he operated until his death. In about 1881 he built the Maplewood Mills. He was a member of the Chicago Board of Trade and vice-president of the New York & Northern Grain Co. He is survived by his wife and one son.

ELEVATOR ON THE PACIFIC.

For the first time in the history of the grain trade in western Canada the Canadian Pacific Railway is at the present time considering seriously the question of the erection of grain elevators on the Pacific Coast, says a Winnipeg paper. The matter has been taken up in Montreal at the suggestion of British Columbia people interested in the development of their country, and correspondence has been carried on with the local offices in Winnipeg. The possibility that the time would come when grain elevators would be needed on the Pacific Coast was first considered in 1898, when it became apparent that fall wheat could be

successfully raised in southern Alberta. R. Marpole, who was then general superintendent for the Canadian Pacific Railway on the Pacific Coast, considered that provision should be made for the future development of this industry and land was reserved on Burrard Inlet and on False Creek for the construction of the necessary buildings. Up to the present time elevators for the loading of wheat for Japan and the Orient have not been required. During the past two years the amount of grain grown in southern Alberta has increased with great rapidity, and it is expected that the increase will continue for many years to come. In the course of a few years elevators on the Pacific Coast will be a necessity and they will be built as required. Local officials of the Canadian Pacific stated that it had not yet been decided that any action would be taken to construct buildings this year.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

FOR SALE.

Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address

JAMES M. MAGUIRE, Campus, Ill.

FOR SALE.

Twenty-thousand-bushel capacity elevator for sale. Been built 5 years. Good condition and located in a good grain territory. Address

PATTY & COPPOCK, Fletcher, Ohio.

FOR SALE.

Several desirable elevators situated on the C. M. & St. P. and C. G. W. Rys.; also terminal elevator K at Minneapolis. Address

SHEFFIELD MILL & ELEVATOR CO., Chamber of Commerce, Minneapolis, Minn.

FOR SALE.

Two-thirds interest in a first-class 300-barrel flour mill and 30,000-bushel elevator. Excellent location, very favorable opportunity for milling and grain business, especially bean business. Address

MICHIGAN, Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

Elevator and lucrative business. Elevator capacity, 75,000 bushels; all latest improvements, with electric power, etc.; large grain warehouse; large fireproof brick hemp house; coal and grain business. Situated in the best of the Blue Grass region, Georgetown, Scott County, Ky. Only elevator in county; annual wheat production, 400,000 bushels. Georgetown has a population of 8,000. Three railroads in our yards. For particulars address

OFFUTT & BLACKBURN, Georgetown, Ky.

MACHINERY

FOR SALE.

Feed mill and gasoline engine.

STANDARD LUMBER CO., Winona, Minn.

FOR SALE.

One No. 37 Howes Oat Clipper, good as new. Address

THE ADY & CROWE MERCANTILE CO., Denver, Colo.

FOR SALE.

One No. 5 Eureka Oat Clipper in good repair. THE CLEVELAND GRAIN CO., Cleveland, Ohio.

ENGINES FOR SALE.

Gasoline engines for sale, 5, 7, 10 and 20 horse-power.

TEMPLE PUMP CO., 15th Place, Chicago, Ill.

FOR SALE.

A 20-horsepower Otto Gas or Gasoline Engine; just rebuilt. Price, \$300.

MURRAY IRON WORKS CO., Burlington, Iowa.

FOR SALE.

Two J. Mohr & Sons 85-horsepower boilers in good condition. Address

H. P., Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

One 7-horsepower McVicker and one 35-horsepower Columbus. Nearly new; can be seen in operation at our factory. An extra bargain before removal.

J. F. SCHULZ, Box 176, North Chicago, Ill.

FOR SALE.

Two U. S. Moisture Testers (Greiner make with glass flasks) for gas; slightly used, but good as new, \$25 each.

HESS WARMING & VENTILATING CO., 909 Tacoma Bldg., Chicago, Ill.

MONEY IN YOUR POCKET.

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

FOR SALE.

Gasoline engines; one 54-horse Fairbanks-Morse; one 28, one 16, one 12, 2, 8 and 25 horsepower Sterling Charter. All sizes and prices in small sizes.

A. H. McDONALD, 38 W. Randolph St., Chicago.

FOR SALE.

Two No. 8 Monitor Dustless Warehouse Separators, fully equipped with all screens necessary for cleaning wheat, barley, oats and flax. These machines are as good as new and have given excellent service. We also offer one country elevator "weighing-in" scale, complete, 60,000 pounds' capacity. Also one power unloading shovel. These last-mentioned articles would be most suitable for a country mixing house or mill. Address

GEO. C. BAGLEY ELEVATOR CO., 54 Chamber of Commerce, Minneapolis, Minn.

SCALES

SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

MILL WANTED.

Write for our proposition to establish a home and export flour mill at the mouth of the Columbia River on the Pacific Coast.

ROOM 1180 CHAMBER OF COMMERCE, Astoria, Ore.

FOR LEASE.

For term of years, an old established hay warehouse and elevator combined, in Kansas City, Kan., on Missouri Pacific R. R., with a growing trade and splendid future. Good opportunity for expanding and enlarging. Inventory March the first makes an elegant showing. Best of reasons for wanting to lease. Will require \$15,000 cash to handle. Rent reasonable. We court a personal inspection of this proposition. Write for particulars to

KANSAS, Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

ELEVATORS WANTED

WANTED.

Elevator or mill and elevator for good improved Illinois or Iowa farm. Address

IOWA, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

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Northern-grown; non-irrigated. While it lasts we will guarantee the seed which we now have to be free from dodder and trefoil. Right prices. Also choice stocks of cow peas.

THE J. E. WING & BROS. SEED CO., Mechanicsburg, Ohio.

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Wood's Virginia
Ensilage Corn.

Superior both in growth and nutritive qualities. Our Ensilage Corn has achieved a big reputation wherever planted.

We are headquarters for all Farm Seeds, Cow Peas, Sorghums, Millets, Crimson Clover, etc. Prices quoted on request.

Write for prices and Wood's Crop Special, giving interesting information about Farm Seeds. Mailed free on request.

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SEEDSMEN, . . . RICHMOND, VA.

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For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

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References: Washington Nat. Bank. Duquesne Nat. Bank.

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F.H. PEAVEY & CO.

MINNEAPOLIS.

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29 Chamber of Commerce

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Buffalo, - - - New York

We solicit your consignments for Buffalo market

W. W. ALDER

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ALDER & STOFER
COMMISSION MERCHANTS

We do not buy any grain, but handle on commission, and solicit your Buffalo consignments.
83 Chamber of Commerce, Buffalo, N. Y.

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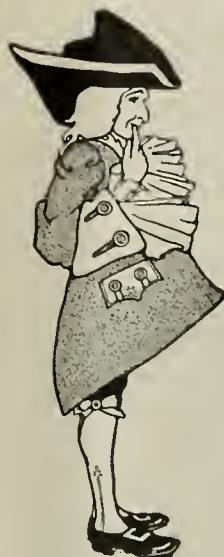
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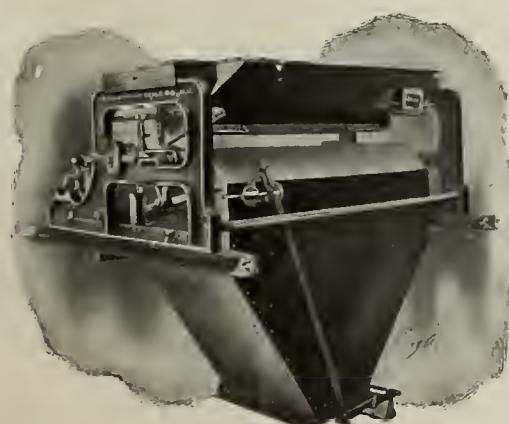
is a Company making a specialty of country elevator insurance. Its policy form description gives complete protection. It has more cash funds for every dollar at risk than the average company. It charges only for the actual losses on elevators, and so it has been an object for the owners of over 2,000 elevators to insure with it. It is the Company you should patronize for country elevator insurance. Our proposition on short term grain insurance is a money-saver over the short rate charges of other companies. Address

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We installed one of your automatic scales and unhesitatingly say
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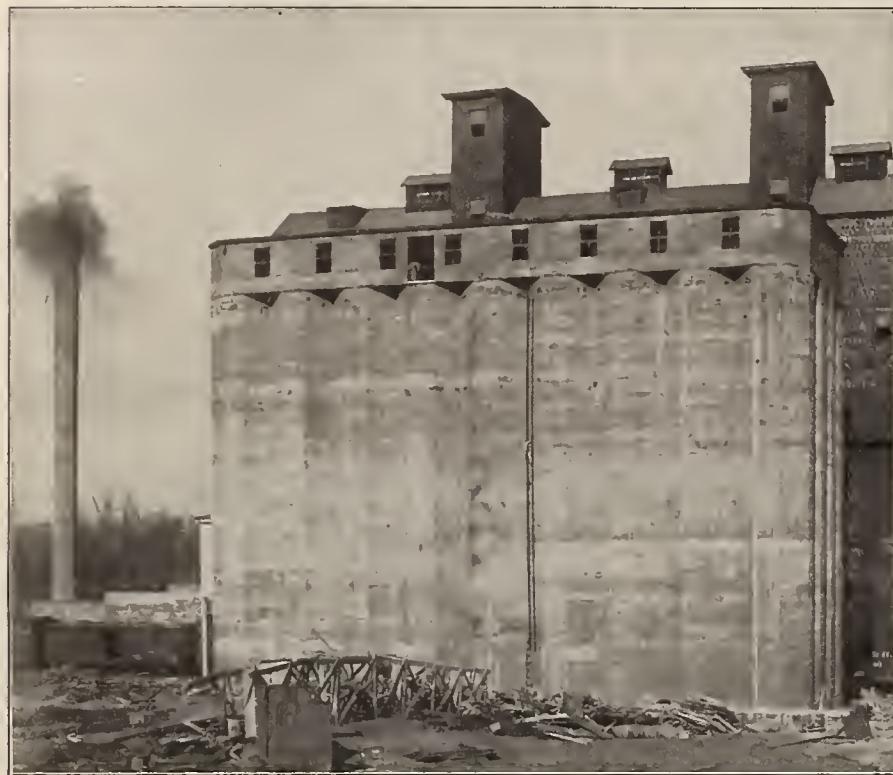
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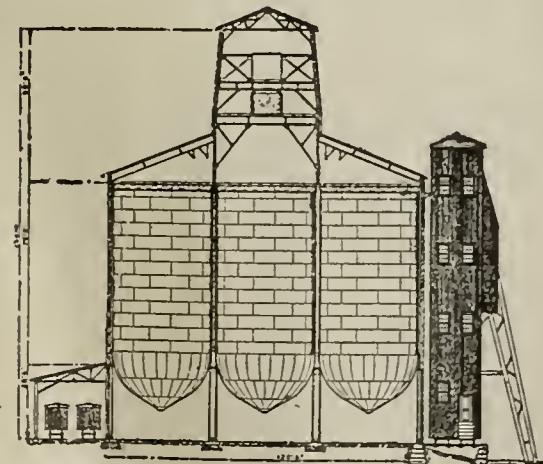
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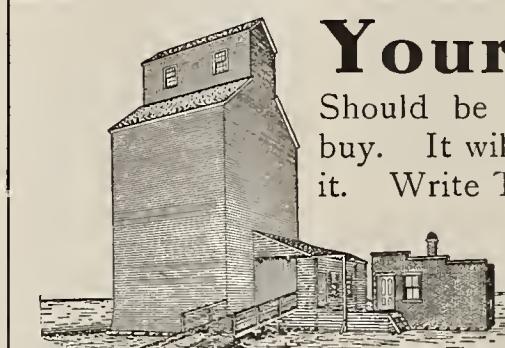
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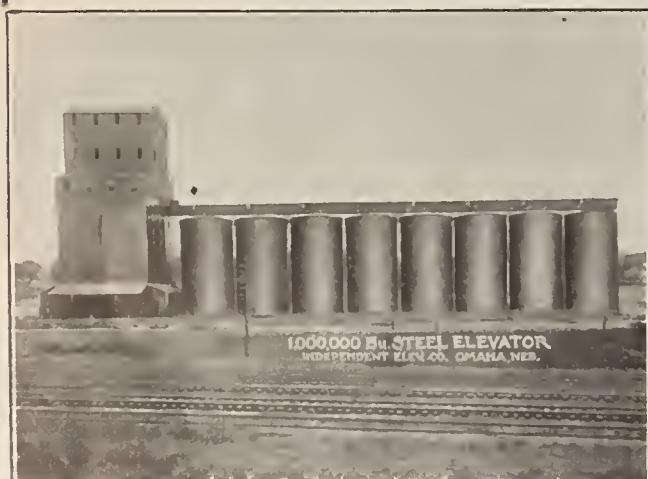
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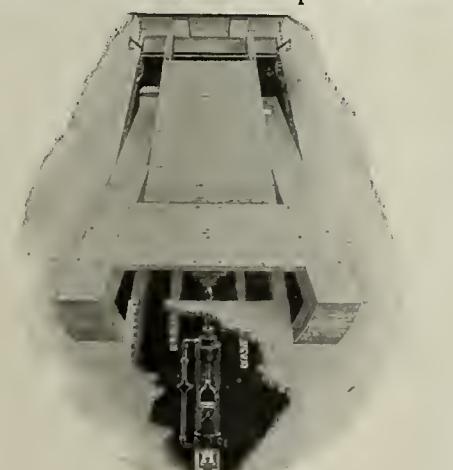
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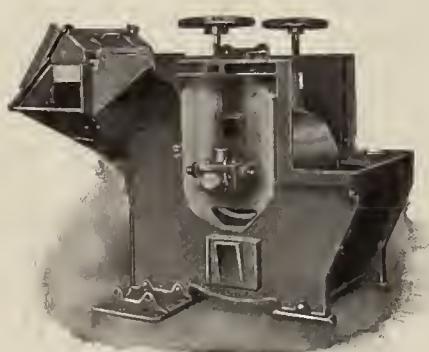
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You can do it without increasing the size of your elevator or changing the size of your cups, and without a cent of expense outside of that incurred by installing a

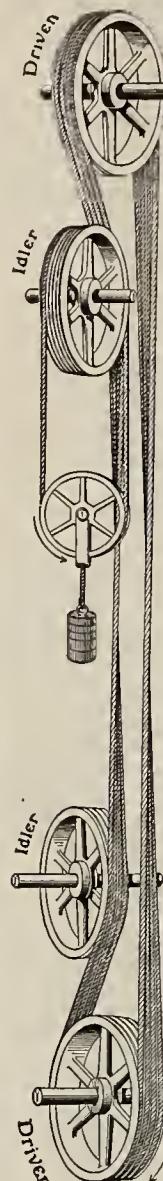
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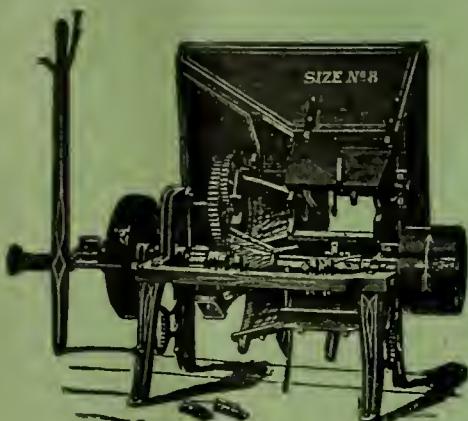
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(Sold with or without sacking elevator)

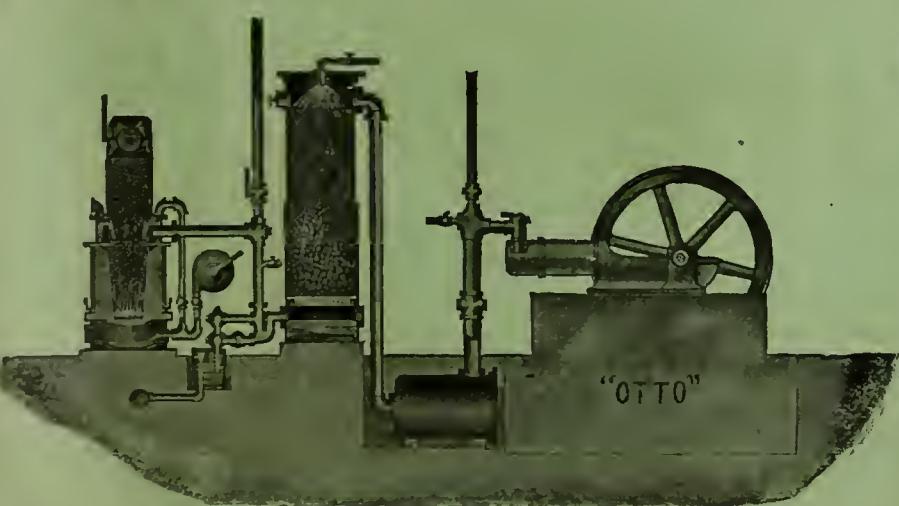
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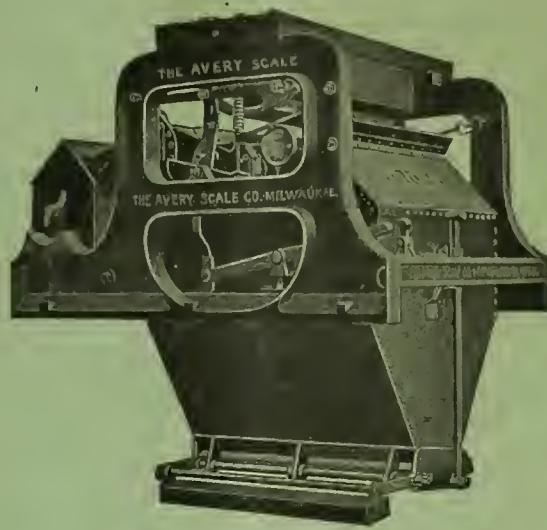
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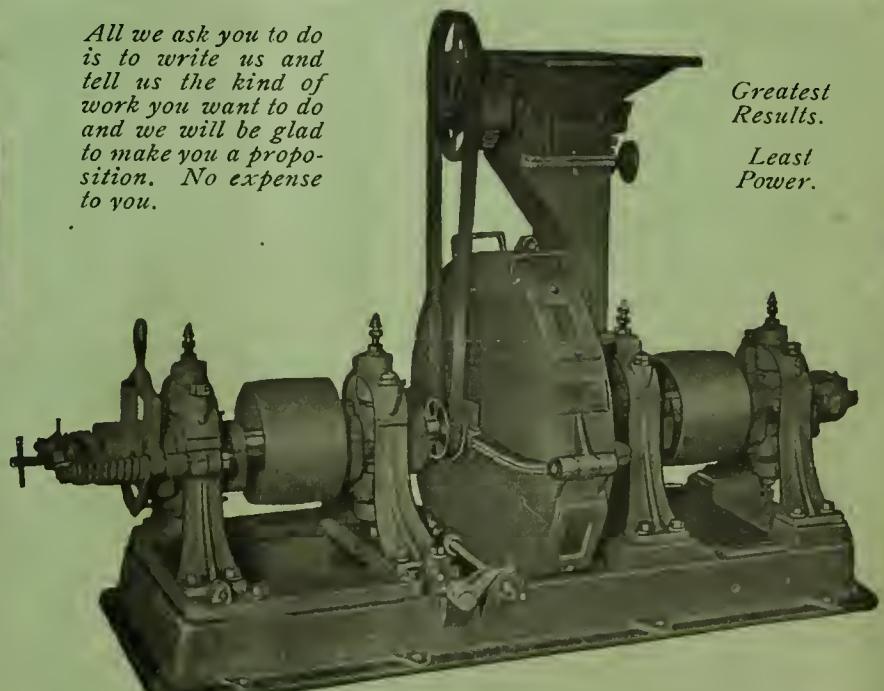
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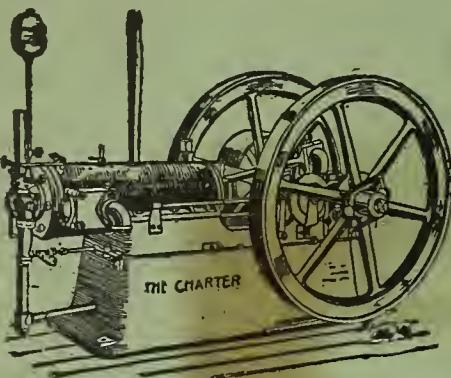
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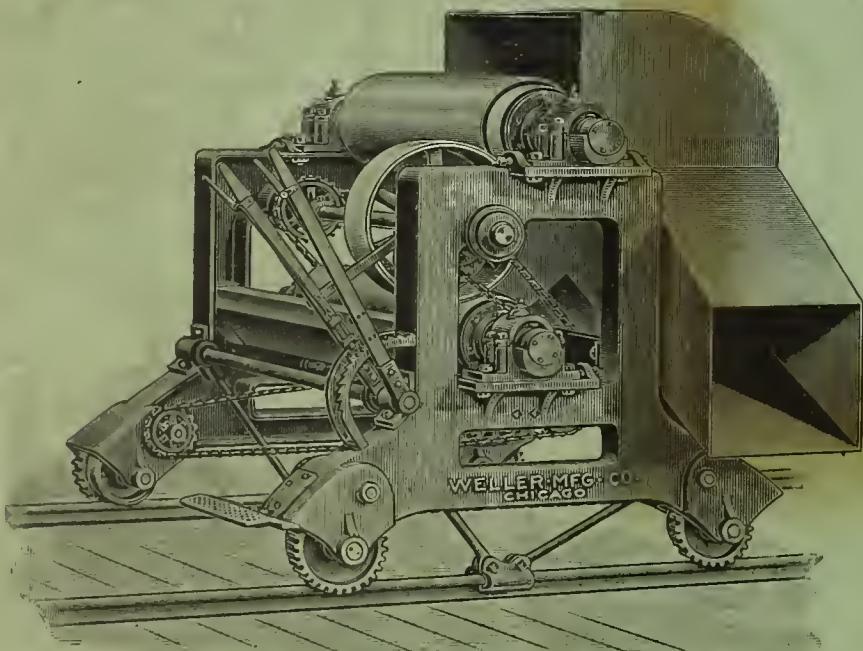
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If your elevator is equipped with machinery of
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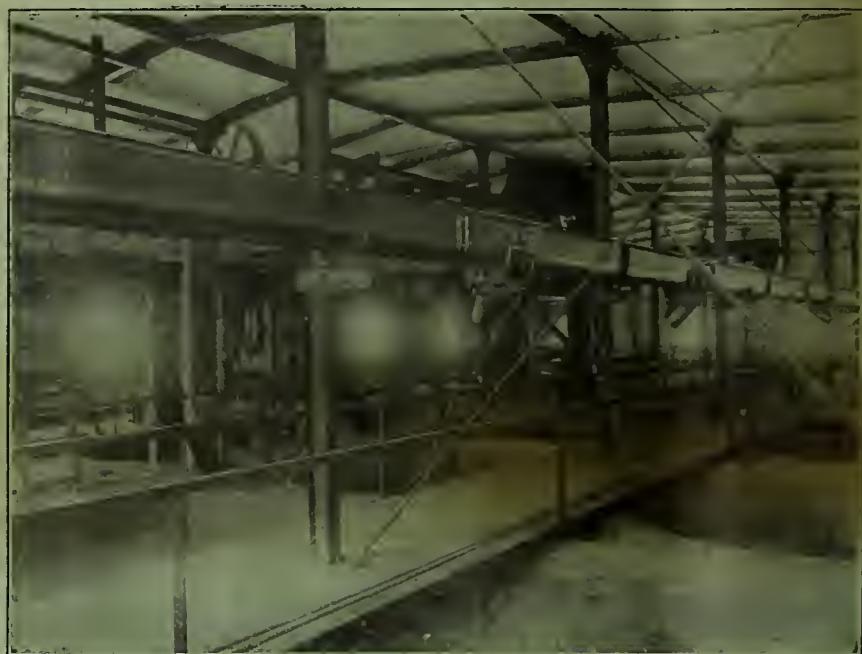
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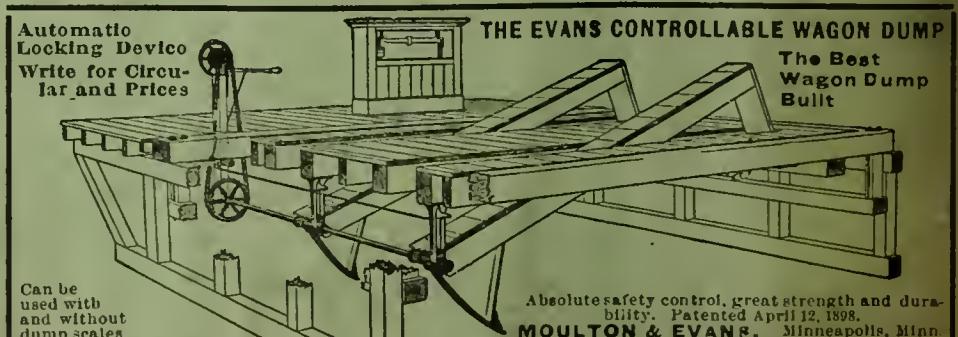
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It positively prevents leakage of grain in transit.
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